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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after AUGUST 25TH, 1930, until Further Notice (all previous Time Tables cancelled).

UP TRAINS

STATIONS	No. 2 A.M.	No. 8 A.M.	No. 10 A.M.	No. 6 A.M.	No. 12 A.M.	No. 14 P.M.	No. 16 P.M.	No. 22 P.M.	No. 18 P.M.	No. 24 P.M.	No. 20 P.M.	No. P.M.
			*					*				
Kowloon..Dep.	6.35	8.00	8.24	9.05	10.00	12.01	1.18	2.34	3.00	4.30	5.40	7.43
Yaumati..Dep.	6.44	—	—	9.15	10.08	12.10	1.23	—	—	4.38	5.48	7.53
Shatin ...Dep	6.56	—	—	9.28	10.20	12.22	1.38	—	—	4.50	6.00	8.05
Taipo ...Dep	7.10	—	—	9.43	10.33	12.35	1.51	—	—	5.04	6.13	8.17
Taipo Market..Dep.	7.15	—	—	9.43	10.37	12.39	1.55	—	—	5.08	6.17	8.22
Fanling..Dep.	7.25	—	—	10.00	10.47	12.49	2.05	—	—	5.18	6.27	8.33
Sheung-shui ...Dep.	7.30	—	9.01	10.05	10.52	12.54	2.10	3.13	—	5.23	6.32	8.37
Shum-chun ...Arr.	7.38	8.40	9.07	10.11	10.58	1.00	2.16	3.19	3.40	5.29	6.38	8.43
Canton ...Arr.	—	12.34	—	5.42	—	—	—	—	7.34	—	—	—

Sundays & Holidays only — Sundays & Holidays excepted

DOWN TRAINS

STATIONS	No. 1 A.M.	No. 3 A.M.	No. 7 A.M.	No. 13 A.M.	No. 5 A.M.	No. 17 P.M.	No. 19 P.M.	No. 21 P.M.	No. 23 P.M.	No. 15 P.M.
									*	
Canton ...Dep.	—	—	—	—	8.25	—	—	—	—	3.25
Shumchun ...Dep.	7.13	7.59	10.24	11.18	12.19	2.35	4.39	5.47	6.53	7.19
Sheungshui ..Dep.	7.20	8.06	10.42	11.25	—	2.42	4.46	5.54	7.00	—
Fanling ...Dep.	7.28	8.10	10.47	11.29	—	2.46	4.50	5.58	—	—
TaipoMarket..Dep.	7.33	8 21	10.57	11.43	—	2.56	5.00	6.03	—	—
Taipo ...Dep.	7.40	8.28	11.01	11.45	—	3.02	5.04	6.13	—	—
Shatin ...Dep.	7.53	8.39	11.14	11.58	—	3.15	5.17	6.26	—	—
Yaumati ...Dep.	8.06	8.51	11.28	12.12	—	3.27	5.29	6.38	—	—
Kowloon ...Arr.	8.12	8.57	11.32	12.18	12.59	3.33	5.35	6.44	7.36	7.59

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R. BAKER, Manager.

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THE ART OF PROLONGING LIFE.

REMARKABLE PROGRESS BEING MADE.

VIGOROUS AND HAPPY OLD AGE OF TO-DAY.

From very early times the art of prolonging life, and the subject of longevity, have engaged the attention of thinkers and essayists. What then, what are the chances of prolonging life, and how we can make old age, when granted, as comfortable and happy as any other stage of our existence.

In the first place we must take note that there is an average lifetime for every species of living organism. Taking exceptional instances apart, we are safe in assuming one hundred years to be the limit for man. But, since more people approach that age than ever used to—though they still number only about 15 in 100,000—we may hope that some day life may be extended to 120 years.

Improved hygiene and sanitary conditions and higher standards of living have resulted in an enormous saving of life. Whereas 50 years ago the average expectation of life in England of a healthy newborn infant was 40 years, it is to-day 51 years for males and 55 for females.

Women Live Longer.

Women live longer than men. Although more boys are born into the world than girls, the girls, after the tenth year, outnumber the boys, owing to the higher mortality of the latter; and thereafter, to the end of life, the proportion of females to males steadily increases, until, at the age of 85 and upwards, there are living 645 females to 355 males in every thousand.

Marriage appears to be conducive to longevity, for statistics show that married men live, on an average, five years longer than single men.

As regards occupations, there are some which obviously tend to shorten lives, but, taking the intellectual workers only, they appear in general to live long.

Curiously, humorists, philosophers, and historians attain a higher age than novelists, dramatists, and poets. The medical man's average duration of life is comparatively low. On the other hand, successful lawyers attain a great age, as may be seen in the case of many of our judges. So do the higher ecclesiastics. But counting only successful men from the obituary notices in newspapers and biographical dictionaries, as is often done, is misleading; for the health and strength needed for achievement make also a longer life probable.

The Body Lasting Better.

Formerly, old age was rarely agreeable, being associated with a number of infirmities. Thus it was common to see the gait become shuffling, and the body bent; to-day, however, there are plenty of old men, of an erect and martial carriage. Then the body used to get thin, and the skin dry and wrinkled. This is a natural process of old age; yet nowadays it is not uncommon to see men, as well as women, in whom the roundness of youth is preserved, and the skin still smooth and soft.

The teeth used to fall out, yet again, in many people, they remain perfectly sound in their sockets, because of the attention given to them in proper time. Sight and hearing frequently got impaired as well; whereas our modern venerable men and women often retain the acuteness of their senses.

Voronoff's Experiments.

Certain glands impart a sense of vigour and well-being, and of plenitude of life, which later vanish when their source begins to run dry with age. This has led Steinach and Voronoff to the discovery of methods for the rejuvenation of old people; but there is still considerable doubt as to whether the effect is lasting.

Certain preliminary conditions for longevity are obviously requisite. In the first place, there must be a sound constitution, derived from healthy ancestors. Indeed, heredity seems to determine to a large extent the length of life, so long as good use is made of it.

Secondly, there must be freedom from organic diseases of the important organs. Each organ must be sound in itself, and its strength must have a due relation to the strength of the other organs; for, as the strength, of the human body, like that of a chain, is to be measured by its weakest link, one disproportionately feeble organ endangers or destroys the whole.

Another requisite is freedom from exposure to the various casualties, indiscretions and other causes of disease, to which illness and early death are so often due. For instance, exposure to chills should be scrupulously avoided, for attacks of bronchitis are easily provoked in the aged.

The Calm Mind.

One essential is the practice of contentment. We must not get disturbed by the smaller worries of life, have no vain regrets for opportunities gone by, no jealous envy or carping criticism of the younger generation. Altogether we should try to avoid depressing emotions, for they are apt to disturb the functions of the body; but, should keep a cheerful outlook on life, a kindly interest in new methods and ideas, and make it our aim to spread happiness around, for there is truth in the saying that "those keep young longest who love most."

Diary of Coming Events.

To-day.
(November 12.)

Queen's Theatre: "Florodora Girl."
World Theatre: "Society Butterfly" (Chinese film).
Star Theatre: "Iron Mask."
Central Theatre: "Pointed Heels."
Majestic Theatre: "Wedding March."
Sanitary Board Meeting, 4.15 p.m.
Green Island Cement Co.'s Extraordinary General Meeting, 11.30 a.m.
H.K. Football Association, Council Meeting, 5.30 p.m.
R.E. Old Comrades' Association, Annual Dinner, Savoy Hotel.
Concert in aid of the Chinese Mission to Lepers, Theatre Royal.
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel, and Repulse Bay Hotel, 8.30 p.m.

Thursday.
(November 13.)

Queen's Theatre: "Florodora Girl."
Central Theatre: "Glorifying the American Girl."
World Theatre: "Society Butterfly" (Chinese film).
Star Theatre: "Iron Mask."
Majestic Theatre: "Fast Company."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dance: Peninsula Hotel and H.K. Hotel, 8.30 p.m.

Friday.
(November 14.)

Queen's Theatre: "Florodora Girl."
World Theatre: "Society Butterfly" (Chinese film).
Star Theatre: "Iron Mask."
Central Theatre: "Glorifying the American Girl."
Majestic Theatre: "Fast Company."
Tea Dance: H.K. Hotel, 4.30 p.m.
Dinner Dances: H.K. Hotel and Peninsula Hotel, 8.30 p.m.
European Mail:—Outward: Europe *via* Siberia (Haruna Maru) 3.30 p.m.

Saturday.
(November 15.)

Queen's Theatre: "Floradora Girl."
World Theatre: "Society Butterfly" (Chinese film).
Star Theatre: "Iron Mask."
Central Theatre: "Glorifying the American Girl."
Majestic Theatre: "Fast Company."
Golf: Bogey Pool.

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4.—Quail on Toast and Saratoga Chips
5.—Roast Leg of Lamb, Mint Sauce
6.—Cold Corned Ox-tongue, Potato Salad
7.—Roast Potatoes
8.—Boiled Potatoes
9.—Braised Onions
11.—Fruit 12.—Tea 13.—Coffee

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MOTOR NOTES.

NOTES OF THE WEEK.

Packard Motors.

Directors of the Packard Motor Company have placed capital stock of the company on an annual dividend basis of 60 cents (gold).

They declared a quarterly dividend of 15 cents in starting the new schedule.

A Practical Test.

Some time ago comparative tests were carried out at Kidderpore Docks, Calcutta, between a Barford and Perkins 4-ton motor roller, type "BK," and a 10-ton steam roller. The class of work was the same with both rollers, namely, consolidating a 2-inch trap metal road surface.

The figures showed that the light motor roller did 50 per cent. more work in the same time and the cost per 100 sq. yds. was less than half.

Modern Traffic Requires Stronger Bridges.

Subject to the approval of the Ministries of Health and Transport, Messrs. Dorman, Long & Co., Ltd., of Middlesbrough and London, have secured the contract for the strengthening of the Scotswood Bridge over the Tyne, about three miles upstream from Newcastle. This bridge, owned by the Newcastle-upon-Tyne Corporation, is a suspension bridge carrying a roadway and footway, and the strengthening work will take approximately 36 weeks, and will require 350 tons of steel.

The contract price is £20,242 12s. 10d.

Car Without Engine.

Claiming that he has solved the secret of perpetual motion, Mr. John Goodwin, of Southport, says that within a year he will be driving a motor-car without using an engine or motor spirit.

Mr. Goodwin's invention consists of a circular chamber containing a spiral guide track. Into this he places steel balls which revolve until they reach the bottom of the chamber. They are then returned on a short outside runaway to the centre. The operation is continuous, and as the balls pass down the chamber revolves and rotates the shaft or spindle.

The apparatus can be coupled to a dynamo, and Mr. Goodwin declares that it immediately places the spring motor and electrically-driven gramophone out of date. All kinds of other apparatus, he claims, will work at practically no cost beyond that of installation.

The Car Beautiful.

The motor-car is becoming more and more an object of beauty. In Italy and in other countries, "Concours d'élégance" and exhibitions of practicalness and comfort in cars are more frequent today than sporting events. Almost every day Fiats receives news of successes won in different countries:—

In Portugal:—Setubal regional Fair, "Concours d'élégance" and comfort for motor-cars: a Fait 525 Landau-Saloon and a Fiat 521 two-seater, standard models, took the first prizes in two hotly contested classes.—"Concours d'élégance" at Curia: a 521 Fiat two-seater took first prize.

In France:—At the "Concours d'élégance" held at Lille, a 521 Fiat was awarded the first prize in the class for foreign built standard cars.

In Italy:—"Concours délégance" at Sorrento: First prizes for a two-seater Coupé and 521 Fiat two-seater and many others.

Flying Cycle Car.

A successful flight of about 60 miles in a tiny new aerial runabout—which may one day be as cheaply produced and sold as a modern light motor-car—was made from Angouleme to Poitiers, Paris, recently, by its inventor, M. Jean Joubert, a French engineer.

M. Joubert's machine is practically a flying cycle-car. With the pilot's weight and the fuel and oil supplies included, the whole aeroplane turned the scale at only a quarter of a ton.

It carries a 25 h.p. engine and its cruising speed is between 60 and 70 miles per hour. It is 12ft. long, measures 30ft. from wing tip to wing tip and stands 4½ft. from the ground. The wings fold back, giving compactness for garaging purposes.

Great stability is given by the comparatively large wing spread, and the flight, undertaken in a rainstorm with a high wind, has proved its airworthiness to its inventor's entire satisfaction.

POWER IN AGRICULTURE.

THE WORLD TRACTOR TRIALS AND THE FARMER.

Power farming at a fraction of the present cost is now an accomplished fact, and agriculture owes this to the enterprise of British agricultural engineers, in developing the high-speed Diesel engine.

The remarkable success of the tractors driven by these new power units has been the outstanding feature of the recent World Agricultural Tractor Trials held in England under the auspices of the Royal Agricultural Society in conjunction with the Institute of Agricultural Engineering, Oxford University. Not only do these engines run on a liquid fuel that is a quarter the cost of petrol and half that of paraffin—they have no carburettor, magneto, or sparking plug, and are consequently trouble-free.

It is now common knowledge that two British engineering firms—Aveling & Porter, Ltd., of Rochester, and Blackstone & Co., Ltd., of Stamford—have been conducting exhaustive experiments with engines of this type for several years, both on the test bench and in the field. A 4-cylinder engine, made by each of these firms, is fitted to the two tractors entered by Agricultural & General Engineers, Ltd., which formed the main attraction to so many agriculturists and engineers at the trials.

The 4-cylinder, high-speed Diesel engine is the ideal unit for the farm tractor; its high speed of revolution and even torque giving the steady even draught that farmers know to be so essential to good ploughing.

These are the first successful high-speed cold-starting Diesel engines suitable for the arduous work of an agricultural tractor that have yet been made.

CAR THAT WHISTLES

FOR ITS OWNER'S AID!

Manufacturers have not yet been able to produce a car which will give audible indication when it is time to fill up with petrol and oil, but some new cars which are the product of the Rover Company—can and do whistle when the mixture is likely to become rich.

The phenomenon is easily explained. The air to the carburetter is filtered through "steel wool," and when this becomes chocked with impurities—impurities which the very existence of the filter have prevented from reaching the interior of the engine—the mixture becomes rich.

On many cars this passes unnoticed for days, perhaps weeks or months, and heavier petrol consumption results. But on these new cars a small whistle is incorporated in the air cleaner, and the moment there is the slightest restriction in the main supply the whistle comes into operation.

Hidden Wiper Mechanism.

The owner can then wash out the steel wool and the filter is good for many more thousands of miles. It is seldom, of course, that such attention is required, but the fact that this whistle is fitted shows the lengths to which manufacturers of high-grade cars to-day will go to ensure economical and trouble-free running.

In the motor-coach section of the show there will be other innovations.

By incorporating a simple type of clutch it has been found possible to conceal the screen wiper mechanism. The small engine which drives the blade is built into the roof itself, and is, therefore, well out of the way.

There will be more super-charged cars than ever at the show. So many people ask how a super-charger works that it is necessary to give a non-technical explanation.

A super-charger is fitted between a carburetter and the engine and its function is to suck petrol from the carburetter and to drive it with considerable force into the engine. It is estimated that when an engine is fitted with the super-charger the horse-power is increased by 75 per cent.

The super-charged production can reach and hold 70 miles an hour, using petrol at the rate of a gallon for every 20 miles. A super-charger cannot be fitted on any and every car, as, obviously, the pistons, bearings and crankshaft have to be subjected to much greater strain when a car is super-charged.

MECHANISED POLICE.

EMERGENCY UNITS FOR LONDON.

A fleet of specially-protected motor-lorries, designed for use in times of national emergency, is to be attached to the City of London Police Reserve, the *News-Chronicle* learns.

Each division of the Reserve will have one company of motor transport units. By this means the Reserve force, which at present numbers 3,203, may be mobilised in a short space of time.

The force is composed chiefly of young City clerks, artisans, and men on the Stock Exchange, whose homes are round the Metropolis.

They distinguished themselves during the General Strike of 1926, giving valuable assistance in guarding London docks and wharves, and helping the regular City Police to guard public buildings and maintain order in the streets.

Their numbers were increased in that year to 6,343. They wear a uniform of dark blue, with peaked caps.

ARE CARS TOO CHEAP?

"COMPETITIVE REDUCTION BECOMING ABSURD."

Mr. W. R. Sudbury, chairman of the Rover Co., Ltd., explained at the annual meeting of shareholders at Coventry last month, that during the four months to January 1 the conditions looked most promising and orders showed an increase of 50 per cent. on the previous year.

From then sales fell away to such an extent that a considerable reduction had to be faced in the company's production programme.

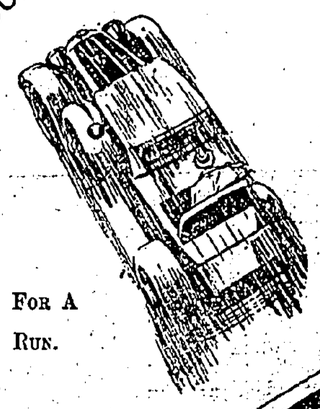
He attributed the fall in sales to the political attitude towards Safeguarding, resulting in the discharge of 1,300 of their workpeople, and also to the severe competition to the company's best selling model. This competition had been met by the introduction of a new 20 h.p. model, which was a direct challenge to imported American cars, and delivery was started last April. Approximately 1,000 of these cars had been sold.

The directors had given careful attention to their oversees trade, and were taking energetic steps to introduce their cars to countries where it was thought there was a prospect of sales.

Mr. J. W. Smith, of Leicester, expressed the opinion that some return might have been given the shareholders, seeing that the concern was thoroughly sound.

Sir Alfred Mays-Smith, a director, said the policy of the competitive reduction in the price of motor-cars in England was becoming an absurdity. What the end of it would be he hesitated to say.

FIAT IS DESIGNED TO SATISFY THE MOST ARDUOUS OF ALL TESTS



A well-known motoring writer said recently that FIAT started with knowledge that other designers have still to acquire! It is true. The testing ground where FIAT engineers have perfected their cars has always been amongst the most notorious of hill-climbs, amid Alpine roads, which have necessitated supreme perfection in engine, clutch, gears, brakes, cooling and suspension.

To you the inference is obvious. A car which can do what FIAT does under most adverse conditions, is guaranteed to give you not only effortless, trouble-free and luxurious motoring—but *reliability* and *long life* that is without compare—and is essentially *the* car for negotiating the hills of Hong Kong.

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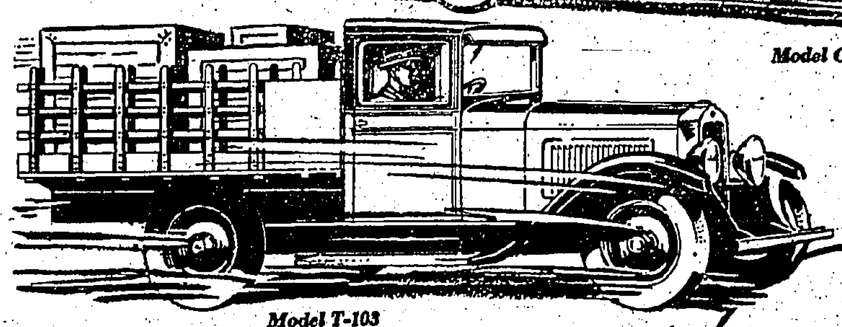
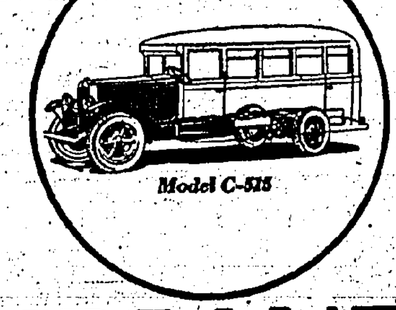


Model T-103



Model C-515

THAT Willys-Overland Trucks and Busses are money makers, is the experience of thousands of operators.

Correct in design, and powered by fast, high compression poppet engines or Willys-Knight patented sleeve-valve engines assure low cost operation. Owners' cost records prove this.

The local Willys-Overland dealer will be glad to discuss and assist you in your transportation problems.

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Garage & Service Station: "DURO" MOTOR CO., LTD. 132, NATHAN ROAD, KOWLOON. TEL. 57226.

MOTOR NOTES

WHAT OLYMPIA REVEALS.

BETTER CARS AT LOWER PRICES.

The opening of the Empire Hall, Olympia's latest addition, has enabled the organisers of the twenty-fourth Motor Show to make it more comprehensive than ever, for two new sections devoted to Service and Garage Equipment and Motor Boats are included for the first time. This year, the grand total of exhibitors almost reaches 600, while the international character of the Show is more marked than ever.

As far as cars are concerned, the keynote of the latest models is undoubtedly "Value for Money." Better cars at lower prices are the order of the day and what was, but a few years ago, a luxurious "extra" is to-day standard equipment. Still further to emphasise the striking developments that have taken place in the relatively short period since the industry was established, an exhibit of early models ranging from 1896 has been staged.

Progress and Design.

Among these wonderful old pioneer vehicles are some which even now, though 30 years old, are able to do good work. Such vehicles as the Lanchester of 1903, the famous Rolls-Royce "Silver Ghost" of 1907 and the 1913 Morris Oxford represent real milestones in the evolution of the motor car.

One of the outstanding features of cars for 1931, especially the British makes, is the attention devoted to gearboxes. The general tendency now is to provide a 4-speed gearbox with "silent third" or "traffic top," as it is sometimes called. Actually, this was introduced at the 1926 Olympia Show in the first Riley "Nine" and has since been increasingly adopted in all manufacturing countries. The self-changing gearbox has, too, made still further headway; all the Armstrong Siddeley models from 12 to 30 h.p. now standardise this system. And the fluid flywheel or hydraulic power transmitter has come into being.

Towards Greater Safety.

Control, then, tends to become more and more automatic and, as a result, safety is increased. Brakes are better than ever, the hydraulic type increasing in popularity. Improved weight distribution, in which a lower centre of gravity plays its part, has increased stability and, though springs themselves appear to have received scant attention, suspension is certainly better. An interesting point in this connection is the swing-over from the friction to the hydraulic type of shock absorber, the latter being now almost universal. The owner driver appreciates the fact that the Luvax, for example, only requires replenishing with oil about every 10,000 miles; otherwise it needs no attention.

Finger-tip controls placed on the top of the steering column for dipping headlights and for the horn are adding their quota also towards greater safety. Incidentally Lucas dip-and-switch reflectors, which are widely used, have been still further improved and can be obtained with either pneumatic or electric operation.

Unsplinterable glass, an expensive extra but a few years ago, is now included in most standard prices and the pioneer concern, Triplex, is equipping most of the leading British makes for 1931. The demand is well reflected in the company's improved trading results for the past year.

In the Economy Class.

It is proposed now to touch upon some of the more outstanding models at the Show, commencing with the least expensive cars. This type represents the most economical form of motoring, is essentially British and has built up a most enviable reputation all over the world.

By the adoption of a 4-speed gearbox and rear tank, the Singer Junior, with its 848 c.c. engine capacity, becomes unique amongst small cars. Other changes include a larger oil sump and an entirely new design of radiator with fashionable narrow casing. This, in conjunction with a higher waistline, enhances the lines of the latest bodywork.

In the smallest classes the 4-cylinder car still holds its own for economy and the new Singer 10 h.p., in view of its specification, would appear to be one of the cheapest cars in its class. It has a robust side-valve engine and 4-speed gearbox, 8 ft. 8 in. wheelbase and 4ft. 4in track, so that really roomy bodywork can be fitted.

The Triumph Super Seven is a thoroughly well proved little car and most of the improvements for 1931 refer to bodywork. The new "Gnat" sports 2-seater, however, will make a keen appeal to those with sporting inclinations. This has a specially tuned engine and streamlined body, the hood and spare wheel being housed in the tail. Cycle type wings with full valances add to the sporting appearance.

A newcomer of interest is the A.J.S. "Nine," which comes from a firm which has been engaged in the motor industry for over 30 years. The 4-cylinder engine capacity is just over 1-litre, but it is said to give 13, 17 and 24 h.p. at 1,500, 2,000 and 3,000 r.p.m. The engine is remarkable for its sweet running and the whole car is particularly well finished. The lighting of the instrument panel, for instance, is concealed and there is an electric dipping switch and a thief-proof ignition switch and key.

"Nines" from Coventry.

The Standard "9" has earned a fine name during the last three years as being a car which provides big car comfort at small car running costs and the 1931 edition, now known as the "Big Nine," will certainly enhance that reputation. The greatest visible change in the car is in the new type radiator, which is somewhat higher and gives a decidedly imposing front appearance.

The main changes in the chassis are 3 ins. more in the track, cam and roller steering, finger-tip controls and spiral bevel rear axle. The Special model have a 4-speed "twin-top" gearbox.

The pioneer of its class, the Riley "Nine" has been further developed for 1931 in what is termed the "Plus" series. Improvements include the use of stainless steel for external bright parts, grouped chassis lubrication, finger-tip control, a more imposing radiator and a rear-mounted tank with vacuum feed.

(Continued at foot of next column.)

Riley coachwork design, which has always been famous, is now combined with the latest Weymann form of construction. The result of this collaboration has been to produce lighter, roomier and more durable coachwork.

NEW SPEED RECORD ATTEMPT.

FOR CAPT. CAMPBELL.

CAR SHAPED LIKE A RAIN DROP.

Will an Australian be the first to beat the 231 m.p.h. land speed record held by the late Sir Henry Segrave?

Captain Malcolm Campbell, the famous British racing motorist, is taking his new 1,400 h.p. Blue Bird to Daytona, America, in January, but advices received in London from Australia and New Zealand show that he has a new rival.

Mr. Norman Smith, the Australian motorist, has had a car designed and built in Australia with a view to capturing the record, and he is to have his car on the Ninety Mile Beach, North Auckland, New Zealand, before Christmas.

It is predicted that Smith's car will average 275 miles an hour over the measured mile, and it is said that he is determined to make the attempt before Campbell or any American can possibly run on Daytona Beach.

Only 42 Inches High.

The car has an engine similar to that in Campbell's new car one of the latest Napier-Gloster Schneider Air Cup engines. This has been specially lent by the British Air Ministry to the Commonwealth Government, who have passed it on to Mr. Smith.

The machine has been designed by Mr. Don Harness, a well-known Australian engineer. From tip to tail it is stated to be 30 feet in length and to have an abnormally wide track. From the ground to the top of the driver's head is not more than 42 inches.

Wind tunnel tests with models are said to have proved that a body shaped like a raindrop, which is rather like an inverted pear, gives best results. Further, horizontal fins at the tail give remarkable stability.

Capt. Campbell's Plans.

Capt. Malcolm Campbell, at a private luncheon at the Royal Air Force Club confirmed the announcement that he has a car almost completed with which he is to make an attempt on the land record.

He said that he intends to take the car to Daytona, leaving England in the first week in January, and that he will also have a number of British light cars, which he will run over the beach at top speed, to show the Americans what the British trade is manufacturing.

Capt. Campbell mentioned that there are three or four American rivals for the record, but the only American car more substantial than talk is the Miller 48-cylinder car now being built at Los Angeles.

This will be at Daytona at the same time as Campbell's and will be driven in turn by Harlan Fengler and Peter de Paolo in attempts on the record. It will have two engines each, of 1,200 h.p., and will have a theoretical maximum speed of over 300 miles an hour.

SOME DECLINE IN ROAD TRANSPORT.

FEWER REGISTRATIONS IN ENGLAND.

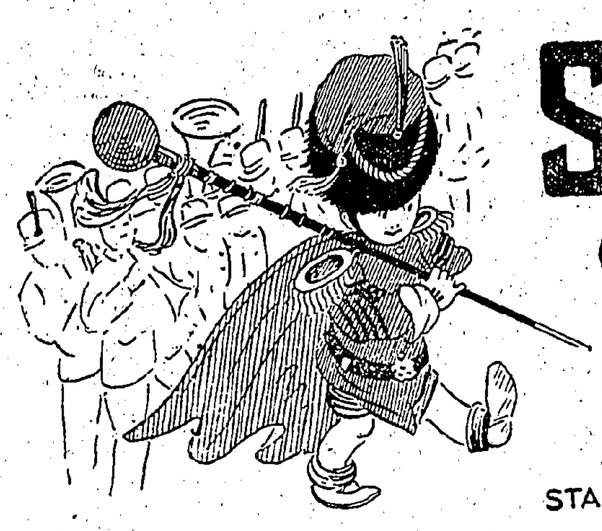
The census of road traffic taken annually by the Automobile Association is particularly interesting this year, in view of the Road Traffic Act and the co-ordination of transport facilities, coupled with the general condition of industry. For the first time there is a reduction in volume at certain points, which was foreshadowed by the fewer number of new motor vehicles licensed, as shown in the Ministry of Transport returns for July this year.

Over the whole country the average number of vehicles passing A.A. census points in a week of 77 hours, from 1923 to 1930 inclusive, is as follows:—

Year.	Average number of Motor Vehicles passing A.A. Census Points. Motor-cars.	Motor-cycles.	Heavy Motors.
1923	3,969 ...	1,149 ...	1,801
1924	4,679 ...	1,281 ...	1,653
1925	8,196 ...	2,529 ...	2,290
1926	10,805 ...	3,002 ...	2,845
1927	13,663 ...	3,021 ...	3,401
1928	15,283 ...	3,335 ...	3,933
1929	17,133 ...	3,656 ...	4,611
1930	17,084 ...	3,489 ...	5,157

An analysis of the complete returns of this year's census by the A.A. shows reductions in traffic volume, as compared with previous years, in parts of Surrey, South Wales, and Scotland. Devonshire shows a consistent increase, due to the continued tendency of motorists to extend their tours to the West. The same applies to some districts in the North.

"ALWAYS IN FRONT"



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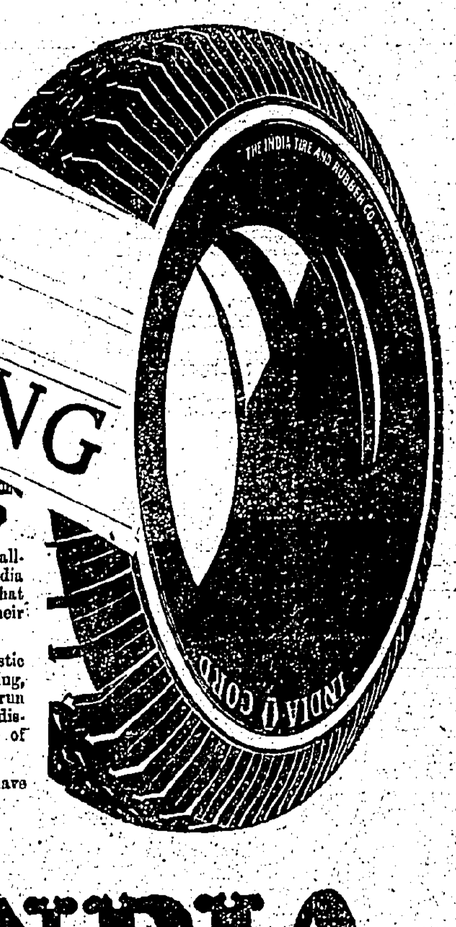

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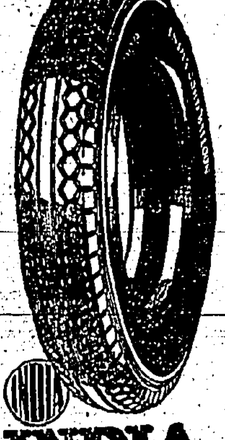

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DOCTORS CRITICISE HOMEWORK.

GIRLS WHO GO LATE TO BED.

Too much homework for children attending central and secondary schools is condemned by Dr. F. N. Kay Menzies, school medical officer of the L.C.C. In his annual report Dr. Menzies states:

"The fact that definite deterioration in health takes place during the period of secondary education must give all concerned with the adolescent age 'furiously to think.' In the elementary schools there is no doubt in the medical officers' minds that no over-pressure can be detected. In the secondary schools, however, there are many individual children who are considered to suffer from over-pressure, and the adverse influences most frequently contributing to this result are held to be homework and long-distance travel to school."

Thin Girls.

Dr. Menzies then quotes the following opinions expressed by doctors:—

Dr. Edith Robinson: I have noticed in the Central and Secondary schools a few cases of girls who might be classed as suffering from over-pressure. On occasions they have complained of too much homework, allowing no time for relaxation.

Dr. Agnes Parson: In the secondary schools, I find that thin girls often spend long hours over their homework, going to bed later because they cannot get through the work in the time that is supposed to be spent on it.

Dr. E. E. Argles: It is not a good practice to set homework for a class as a whole. Boys do not work at the same rate at school, why should they at home?

Dr. A. R. Kidner: I have arranged with the headmistress of the secondary school where my own girl (aged 12) attends for the homework to be halved, and I have already found an improvement.

Dr. C. E. Thorton: The system of compelling children to work for a considerable period each evening at home must result in overstrain. The amount "set" is in general excessive. Home-work has often to be done under unsuitable conditions: a corner of the family table; poor light with resultant eyestrain; distracting conversation.

Studying the Individuals.

Dr. Menzies continues:—

"It is clear that school authorities who take it upon themselves to set work which is not done under their immediate supervision take upon themselves a very heavy responsibility.

"It is their duty to consider the result not merely upon the scholastic advancement but upon health and physique in every individual case; and in every case it is their duty to ensure that in the 24 hours there is not only time for work, for meals, for physical exercises and for sufficient sleep, but also for healthful relaxations and recreation."

Keeping Pupils Warm.

Cold classrooms make dull children, according to the report of the Industrial Health Research Board. An education officer, discussing the report said:—

"The temperature we try to maintain is about 60 degrees. A fall below that tends to reduce the efficiency of the children and if the temperature rises too far above 60 the rooms get stuffy and the pupils drowsy."

An official of the Education Department of the L.C.C. said:—

"The best temperature—about 60 degrees—has been worked out in consultation with the school medical officers. If the temperature charts, which are kept in all schools, show a serious fall the matter is at once taken up officially.

"Emergency heating apparatus is always available in case of a breakdown in cold weather, and if necessary the headmaster can close the school until repairs are effected."

Whatever may be Emil Ludwig's merits as a writer, no author understands better how to appeal to the international public, and his financial success as a writer is due to his discriminating selection of popular subjects. He is now engaged in writing a drama on the Versailles Peace Treaty. The central figure of this tragedy will be President Wilson, and the other three great *rôles* will be those of Lloyd George, Clemenceau and Brockdorff-Rantzau. Herr Ludwig during his recent visit to London made a close personal study of Mr. Lloyd George. The drama is likely to arouse violent controversy on the Continent. But it will draw the public and swell the bank balance of Herr Ludwig.

NEW VESSELS IN HARBOUR.

THREE NEW ARRIVALS.

The Harbour Office reports show three vessels, two British and one Italian, which are new to the Colony. The ships are Cape St. Francis (Dodwell & Co.), Great City (Admiralty), and Cracovia (Dodwell & Co.).

Of 2,169 nett tonnage, the Cape St. Francis is under Capt. B. Halland's command. It has a crew of 11 British officers and 61 Asiatic seamen. The vessel arrived in port on Monday morning with a cargo of coal for Hong Kong and Saigon. She left Durban on September 28, sailing from Singapore for Hong Kong on November 3.

Capt. G. Jones is in command of the steel screw steamer Great City which arrived here on Sunday morning with a cargo of 5,840 tons of coal for Hong Kong. The captain states that when the vessel was approximately 150 miles east of Saigon, she encountered heavy weather. The Great City left Cardiff on September 20 and Singapore on November 1. She has a gross tonnage of 5,523 tons and a nett tonnage of 3,341. She was built in 1914 by Ropner and Sons, Ltd., at Stockton and is owned by the Reardon Smith Line, her dimensions being length 420 feet, beam 56.7 feet and depth 20.4 feet.

The third vessel, Cracovia, is an Italian vessel, and was built in 1920. She has a gross tonnage of 8,052 tons and nett 4,566 tons. Her owners are the Lloyd Triestino and her local agents are Messrs. Dodwell & Co.

TO-DAY'S WIRELESS PROGRAMME.

BROADCAST BY Z.B.W. ON 355 METRES.

11 to 11.30 a.m.—Commercial news
11.30 a.m.—Chinese programme.
12.30 p.m.—European programme.
1.30 p.m.—Weather report.
2 p.m.—Close down.
5 p.m.—Chinese programme.
7 p.m.—European programme of Victor records selected and supplied by Messrs. Tsang Fook.

A CONCERT.

H.M. The King's Speech at the opening of the Five-Power Naval Conference on January 21, 1930.

"First Symphony"—Finale (Louis Vierne). — Fernando Germani, Organist.

"Il Bacio" (Arditi) and "Ciribibin" (Pestalozza). — Lucrezia Bori, Soprano.

"Song Without Words" (Tschaikowsky) and "Prelude" (Chopin).—Philadelphia Symphony Orchestra.

"Believe Me, If All Those Endearing Young Charms."—Raymond Dixon, Tenor.

"Drink to Me Only With Thine Eyes."—Ralph Crane, Baritone.

"Somewhere a Voice is Calling" and "Mighty Lak' A Rose."—Frances Alda, Soprano.

"Waltzes" (Brahms) and "Tanze" (Dances) (Schubert). — Victor Orchestra.

"Silver Threads Among the Gold" and "When You and I Were Young Maggie."—John McCormack, Tenor.

"I Hear You Calling Me" and "Roses of Picardy."—Renee Chemet, Violinist.

"They Cut Down the Old Pine Tree" and "Whippoorwill."—Gene and Glenn.

"Dear Old Girl" and "On The Banks of the Wabash."—The American Quartette.

"I'd Go Barefoot All Winter Long" and "Thank Your Father."—Helen Kane, Comedienne.

"Hobo Bill's Last Ride" and "That's Why I'm Blue."—Jimmie Rodgers, singing with guitar.

8.30 p.m. — Experimental relay period.

9 p.m.—Weather report, local time and Press news.

9.05 p.m.—A dance programme.

11 p.m.—Close down.

A postman recently delivered a letter at Sir Thomas Lipton's house at Southgate, N. The letter was posted in California on September 20, and, instead of writing the address, the sender had pasted on the envelope a newspaper picture of Sir Thomas with the words "England" added.

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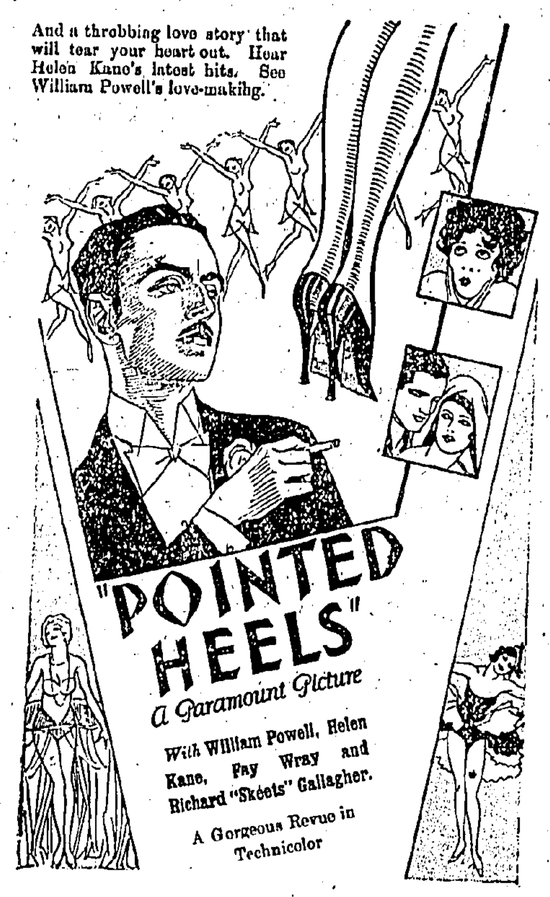

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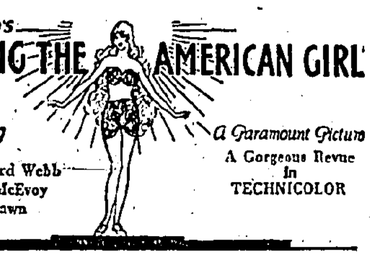

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SENT TO LONDON FROM PARIS.

BOGUS BANK.

A Spanish financial agent, Simon Gomez de Segura, has been arrested in Paris on charges of forging share certificates, ostensibly issued by the Shell Transport and Trading Corporation, London, and of representing them as such in his transactions.

At Segura's office—three small rooms in the Rue du Faubourg, Montmartre, where his staff consisted of one office boy—83 of his bogus share certificates have been seized; 63 more, deposited by him in a British bank in Paris, and 485 in a second bank, have also been confiscated for examination.

Each share certificate has a face value of roughly £4.

Clumsy Work.

It is believed that the number of these forged issues now in circulation totals 1,500, and a sum of more than £3,000 is involved.

Two of the bogus certificates were sent for verification to the London office of the Shell Transport and Trading Corporation by aeroplane by one of the banks in which Segura had deposited them.

They were found to be not only forgeries, but clumsy forgeries, the numbers on them not coinciding with the series of numbers borne by genuine Shell certificates in present circulation, and the signatures being palpable imitations.

Information was at once given to the Paris police and an officer called on Segura at his office, where he has been carrying on business as "The Central Bank of Credit."

While Segura was being questioned he darted through the door, but was hotly pursued on foot by policemen through the crowded and busy Rue de Faubourg, and was captured 200 yards away.

Segura later said he obtained the share certificates from an Englishman in Paris, of whose identity or address, however, he was able to furnish only vague information.

Shell Statement.

The Shell Transport and Trading Company, Limited, state that the forgeries of their bearer warrants for five shares each with Coupons Nos. 57 to 75 attached which have appeared in Paris have obvious discrepancies, and can easily be detected.

So far only three forged warrants, numbered 22715, 22716, and 242051, have come under their notice.

Scotland Yard have had no request for help, and have made no inquiries in the matter.

(*Continued on next Column.*)

THE SILVER SCREEN.

"THE FLORODORA GIRL."

Marion Davies reaches new triumphs in "The Florodora Girl," her new Metro-Goldwyn-Mayer talking-and-singing feature which is showing at the Queen's Theatre.

The story by Gene Markey is endowed with a sweetness distinctly refreshing and replete with comedy. The picture is capably directed by Harry Beaumont, who preserved an atmosphere of sincerity throughout the action. His reproduction of the "Tell Me Pretty Maiden" number, filmed in Technicolour, is beautiful and spectacular.

Lawrence Gray, who made his debut opposite Miss Davies in "Marianne," again appears in the leading male *rôle* in her new picture, playing the part of the Fifth Avenue blade who woos the Florodora girl.

In the supporting cast are Walter Catlett, Louis John Bartels, Vivian Oakland, Ilka Chase, Claude Allister, Sam Hardy, Nace O'Neil and Jed Prouty.

ARMISTICE DINNER.

RE-UNION OF EX-ACTIVE SERVICE MEN.

OLD MEMORIES REVIVED.

The anxious days of war were recalled to memory last night when ex-active Service Men gathered in large numbers at the Hong Kong Hotel to attend the annual Armistice dinner of the E.A.S.M.A.

Captain T. T. Laurenson, D.S.C., presided and during the course of the dinner proposed the toast of The King. Mr. W. J. E. Mackenzie then proposed "The Silent Toast" during which the gathering stood with bowed heads as the poignant notes of "The Last Post" were sounded by a bugler of the Somerset Light Infantry.

War songs were sung, war stories were told and the spirit of comradeship was predominant throughout. The table decorations of illuminated blood-red poppies lent a distinctive atmosphere to the proceedings.

Mr. H. J. Pearce proposed the toast of "The Services." In doing so he said:—"We all have an affection for the period we actually spent in the Services. Situated as we are in Hong Kong, the Services are always with us, which gives us of course, familiarity. We have all heard that 'Familiarity breeds contempt.' In the case of the Services here, I am sure it is not so. Familiarity with them brings only appreciation of their worth. We have to admit that they are essential although we are inclined to lose sight of the fact at times. Some of you may have had experiences in outports where you find that through the absence of the Services, people have had to suffer all sorts of inconveniences."

"What is the Use of Medals?"

Mr. S. H. Ross proposed the toast of "The Visitors" after which the Very Rev. Dean Swann proposed the toast of the Ex-Service Men. In doing so, Dean Swann said that it was his privilege to attend the dinner once again this year as he had done in previous years. He told the gathering that there ought not to be backward-looking only. They were all proud of the duty they had done to their country and were proud also of their medals. Somebody had asked: "What is the use of medals?" and the speaker thought that their only use was to qualifying the owner to speak on something quite different to war. "I wore my medals in Church this morning," said the Dean, "and I did so because felt that it qualified me to speak about peace."

Continuing, the speaker said that war brought out first-class people who were never wanting in bravery and courage, but it also brought up other things which should not be brought up but should rather be rigidly kept down. The lessons of the war should make us do our best in the service of peace and in the good of mankind. Everything that was brought up by the war that was noble should now be brought out in peace.

Captain T. T. Laurensen addressing the gathering after the various toasts had been proposed, said:—

Gentlemen,—It gives me very great pleasure to again preside at this another Armistice Dinner, where so many ex-Active Service Men and their friends have gathered to rejoice in victory won.

It was decided that this year that the dinner should be an informal one.

We wish to thank the British Legion for their very kind co-operation with us in helping those who required our aid during the past year.

We desire to thank our Honorary Solicitors, Messrs Deacons, for the very helpful advice which they have given us.

We also desire to thank our Honorary Auditors, Messrs. Linstead Davies, for all they have done in our interests.

As most of you know, it has been decided to close our Club. This matter has been under consideration by the Committee for some months past and at the Annual General Meeting held on the 6th day of November, the motion to wind up the Club was carried but not without some opposition.

The Ex-Active Service Men's Association, will continue its work of relief as it has done hitherto, or whenever it is required.

As time goes on the number of calls for relief become less, but our activities must be maintained as long as some remain.

I appeal to all ex-Active Service men to "carry on" with their support to this Association in the interests of those who may require our assistance and were one with us in that great struggle of so long ago. (Applause.)

QUEEN'S

TO-DAY TO SATURDAY

At 2.30, 5.10, 7.15 & 9.20.

Do you remember when?

—tandems were all the rage!

—the Florodora Sextette was the Toast of the Town!

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MEN'S OUTFITTING DEPT.

WHITEAWAYS

THE TWELFTH ANNIVERSARY.

ARMISTICE DAY OBSERVED WITH SOLEMN CEREMONIES AT THE CENOTAPH AND CHURCHES.

SERVICES AND PUBLIC JOIN IN TRIBUTE TO THE GLORIOUS DEAD: CHINESE HEROES NOT FORGOTTEN.

Reverent tributes were paid at Hong Kong's observances of Armistice Day. The ceremony at the Cenotaph, arranged on a larger scale than before, yet following the lines of observances in other parts of the world, created a deep impression in the minds of thousands as to the significance of one day in the year when hearts turn in grateful remembrance of those who fell in the Great War.

Poppy sellers were busy at an early hour and there were few who turned away from the appeal to purchase a red emblem of Flanders Fields. His Excellency the Governor, as the representative of H.M. the King, took a leading part in the ceremonies in which officers and men of the forces, officials, merchant service officers, representatives of foreign armies and navies, and men of nearly every section of the life of the Colony took part.

REVERENT AND IMPRESSIVE CEREMONY AT THE CENOTAPH.

A representative gathering occupied the square round the Cenotaph at the Colony's observance of Armistice Day—a day of remembrance and tender homage to those who paid the supreme sacrifice in the conflict which ended twelve years ago. Others standing bareheaded in the roadways and verandahs of adjacent buildings watched with reverence the solemn proceedings.

At 10.45 a.m. detachments of the Services and various bodies were in position. The following occupied the corners of the square:—

Royal Naval Officers, Royal Marines, O.C.A., R.E.O.C.A., Guards' Association, British Legion, R.A.O.B.

Foreign Armies and Navies, Consular Services, Royal Merchant Navy, R.N., Detachment.

Army and Q.A.I.M.N.S., R.A.F., Indian Officers, St. John Ambulance, Girl Guides, Boy Scouts, Philharmonic Choir.

Ex-Naval and Military Nurses, E.A.S.M.A., H.K.V.D.C., R.A.F. Detachment, Army Detachments.

H.E. the Governor (Sir William Peel, K.B.E., C.M.G.) took up a position facing the Cenotaph on the south side, and two paces behind were the General Officer Commanding (Major-General J. W. Sandilands, C.B., C.M.G., D.S.O.), the Commodore (Capt. A. H. Walker, O.B.E.), and the Officer Commanding, Royal Air Force. Other military officers were immediately behind as well as the Members of the Executive and Legislative Councils.

The Silence.

At 10.56 a.m. the Pipers of the Argyll and Sutherland Highlanders played the lament, "Flowers of the Forest," followed by the "Last Post" sounded by the Buglers of the Somerset Light Infantry.

At 11 o'clock exactly the boom of a gun from one of His Majesty's ships announced the commencement of the two minutes' silence which was broken by the firing of another gun. Buglers of the Somerset Light Infantry played the "Reveille," the troops subsequently standing at ease.

The whole assembly then joined in the singing of the hymn "O God, Our Help in Ages Past," in which the gathering in the vicinity joined with much fervour.

The Rev. E. G. Powell and the Dean (the Very Rev. A. Swann) then advanced to the foot of the Cenotaph where a prayer was offered, followed by the Blessing, the S.L.I. Band closing the solemn ritual with the National Anthem.

Wreaths Laid.

His Excellency the Governor laid a wreath at the foot of the Cenotaph, followed by tributes from the General Officer Commanding, the Commodore, the Senior Air Force Officer, Royal Merchant Navy and representatives of foreign navies and armies.

Other wreaths were laid by the Royal Navy, the Army, Royal Air Force, Royal Merchant Navy, British Legion, Ex-Active Service Men's Association, Old Comrades' Association, the Consular Body, and civilian bodies, including St. John Ambulance Corps, Boy Scouts' Association, Society of St. George, St. Andrew's Society, St. David's Society, Chamber of Commerce, Hong Kong Club, Medical Association, etc.

The Cenotaph was covered with a beautiful array of wreaths to which individuals added their personal tributes after the troops had dispersed. A poignant note was struck by a bunch of Scottish heather laid on the steps in memory of one who loved the hills on which they were grown.

CHINESE MONUMENT AT THE GARDENS.

TRIBUTE PAID TO WAR HEROES.

Following the ceremony at the Cenotaph, another tribute to the dead was paid by the laying of wreaths at the Memorial in the Botanical Gardens, erected by the Imperial War Graves Commission in memory of Chinese who died in the service of the British Government during the Great War.

H.E. the Governor, the General Officer Commanding, Commodore Walker, Squadron Leader Freeman (representing the Naval, Military and Air Forces) were present at the Memorial, with officers of their respective staffs, the Hon. Sir Shou Son Chow and Dr. S. W. Tso meeting them on arrival.

There were also present Government officials and members of the Legislative Council, Chinese representatives of the Hospitals, Po Leung Kuk, District Watchmen's Committee, Comprandors' Association, South China Athletic Association, and others, including a detachment of Chinese Sappers from the Royal Engineers, and another detachment from the Chinese Company of the Police Reserve.

Buglers from the Argyll and Sutherland Highlanders sounded the "Last Post" and "Reveille," this being followed by the laying of wreaths by His Excellency the Governor and others present. A wreath was also laid in the name of the Chinese community, the British Legion and the Ex-Active Service Men's Association.

The hymn "O Valiant Hearts" was sung, and the wreaths that were to be laid at the Cenotaph were carried to the place of dedication.

The choir and clergy then left the church and proceeded to the Cathedral War Memorial, where Mr. H. Owen Hughes laid a wreath on behalf of the Cathedral.

The service was conducted by the Very Rev. Dean Swann, assisted by the Revs. H. V. Koop and W. Walton Rogers. Others of the clergy present were Revs. C. B. Shann, H. V. Halward, E. G. Powell and Frank Short. The large congregation included His Excellency Sir William and Lady Peel, who were accompanied by Capt. Coltman (A.D.C.) and Mr. G. W. A. Tufton (Private Secretary), members of the Executive and Legislative Councils, military representatives and the Hong Kong Girl Guides.

(*Continued on Page 7.*)

CHURCH SERVICES.

BIG GATHERING AT ST. JOHN'S CATHEDRAL.

STIRRING SERMON BY REV. H. V. KOOP.

Armistice Day in the Colony commenced in a very appropriate manner, when a special commemoration service at St. John's Cathedral in the morning was very largely attended.

Poppies were worn by every one and the offerings for Earl Haig's Fund and St. Dunstan's Home, made during the singing of the hymns, reminded those present, that though the war with its horrors was over, there are still countless perrons who are still suffering from its effects.

The service started with the singing of "O Beautiful, my country." Standing at the Chancel Steps, the Dean explained the purpose of the service. He said:—

We are gathered together here to keep in mind and memory all those who fought in the Great War and to remember before God the men and women who gave up their own lives that others might live in freedom.

We come to thank God for the cessation of war and to pray that the feet of all nations may be guided into the way of peace.

We are also called to dedicate ourselves afresh to the service of God and of our fellow-men.

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THE TWELFTH ANNIVERSARY.

(CONTINUED FROM PAGE 6.)

THE SERMON.

The following is the text of the sermon given by the Rev. H. V. Koop:—

Among the many pictures inspired by the tragedy of the Great War is one which depicts a War Cemetery in Northern France. It is winter and there has been a fall of snow. In the foreground, seen dimly in the half light of the early morning, stands the figure of Christ, looking out over the rows of rough wooden crosses. The question that leaps at once to the mind is "What is He thinking?" And we look again at the picture; only to find that His back is turned and we cannot see His face. So we are compelled to imagine what we cannot see. What would the artist have put into the face of Christ if he dared to turn the picture round?

Is there not first a look of sorrow, the sorrow of disappointment? Here before His eyes is the evidence of the utter waste and wantonness of war. Here is spelt out the failure of the world to try His way. He had come to conquer too and his ambition was to win all the kingdoms of the world and the glory of them, but he chose another way. He turned his back on the sword which Satan held out to Him.

The world has never believed that He was right. Even his followers have misunderstood. They have taken in His name the sword which he refused; they have blazoned his cross upon their armour and their ensigns and forgotten that the cross is the symbol of love and not hate, of peace and not war.

There is a sting in death and after twelve years we feel it still. It is the sting of the sin which refuses the way of Christ and chooses instead the folly and futility of war. And so the look or sorrow.

But there would be also, I think, another look, a look of recognition. The fact that these men died by the madness of war does not hide from Him the splendour of their sacrifice nor the likeness of their end to His. You will remember the words of the King's message:—"They endured hardships, faced danger and finally passed out of the sight of men by the path of duty and self-sacrifice." That was the way Christ went to His own great victory.

Danger of Peace.

There is a sense, then, in which, calling us to follow Him, Christ calls us to follow them; for if it is the path to war, it is also the path to peace. Peace is not for those who are "all for a quiet life" true peace if it is to be won means danger and hardship and even death. It is more dangerous, for the moment, to disarm than to arm, to trust than to distrust; but who ever said it wasn't? The Christian is not called to play for safety but to win at all costs and by any hazard.

There has been too much of the idea that Christianity exists to bring merely comfort and safety; too much prayer that we may be kept from dangers, and not enough of Christ's own reckless, conquering cry, "Thy will be done" That is the grandest prayer for peace the world has ever heard and it lead the one who prayed it *unarmed* into the jaws of death.

Among the letters of that great war Padre, Studdert Kennedy, there is one, very moving and illuminating, which he wrote from the front line trenches, and in which he says: "The first prayer I want my son to learn to say for me is not "God keep Daddy safe" but "God make Daddy brave, and if he has hard things to do, make him strong to do them. Life and death don't matter, Pat, my son; right and wrong do. Daddy dead is Daddy still, but Daddy dishonoured before God is something awful, too bad for words."

These men "faced danger, endured hardships," and so must we in the cause of peace." There are other ways of death and other forms of fear besides those found on the battlefield. There is the death of public opinion and official criticism.

God help us as we keep this Day of Remembrance, to brace ourselves anew to run the risks of peace and to seek deliverance from nothing but faithfulness and fear alone.

REQUIEM AT ST. JOSEPH'S.

REV. FR. O'BRIEN ON PRAYERS FOR THE DEAD.

Armistice Day was observed on St. Joseph's Church by a Solemn Service at 9 a.m. A Requiem Mass for the repose of the souls of the soldiers who fell in the War was said by the Military Chaplain, the Rev. Father A. J. O'Brien, appropriate motets being rendered by a choir of priests from the Catholic Cathedral.

Parties of students from upper form of the Catholic schools of Hong Kong were present, and the Catholic community of Hong Kong was largely represented.

After the Mass the Rev. Father O'Brien preached as follows:—

Efforts for World Peace.

For those of us who went through the war years and took some part, however small, in the great struggle, this day teems with memories and we scarcely need a preacher to marshal them for us. Time has softened those memories and taken the sting out of their pain. We keep this day of remembrance not to perpetuate emities and misunderstandings, not to apportion blame and responsibility, but to honour our glorious Dead, and, by recalling to mind the awful holocaust of those years, to strengthen our will to make possible the peaceful settlement of future disputes.

We realise now more than ever before that fathers, mothers, wives and children of all the belligerent nations suffered the same pain in their bereavements, and we see world-wide efforts being made to render as remote as can be the possibility of such a war in the future. The celebration of this day then should encourage us to support every worthy movement aimed at the establishment of world peace so as not to render vain the sacrifice of those whose memory we keep today.

If peace has her victories no less renowned than war, so has peace her problems little less desperate than those of war. To-day we can ask ourselves if we are facing those problems with the courage and tenacity of purpose of the heroes of the Great War. There has been a tendency to rest on the laurels gained in the war and to let the problems of peace look after themselves. But we owe it to the dead to make the best of the peace that they made possible for us and to exhibit the same courage and self-sacrifice in the trials of peace as they did in those of war. This is the spirit in which to celebrate Armistice Day—to draw inspiration and strength from its memories to carry on the work of re-establishing order out of the chaos left by the war.

We also owe it to the dead to pray for them. In the providence of God the Armistice was made in November, the month dedicated to prayer for the Holy Souls, so that we turn quite naturally to pray for the repose of the souls of all those who gave their lives for us in the war. It was said by the late venerable Cardinal Mercier that soldiers who died in the cause of justice and right went straight to their reward in the next life; but it has been the age-long practice of the Church to continue prayers over the years for the repose of the souls in purgatory, because God has revealed nothing about the durntion of their period of purgation. So this morning we offer the Holy Sacrifice of the Miss for the repose of those who gave their lives for us in the Great War.

The Living and the Dead.

While honouring the memory of the dead do not forget the distress of the living, so many of whom gave just less than their lives, being blinded, crippled, maimed in a hundred different ways in the course of the war. Their life is made a little easier by the funds administered chiefly through the British Legion. When you buy a poppy you are making a little act of gratitude to these men for what they have suffered for you. The collection taken in Church this morning will go to the benefit of the same fund.

One last word: don't limit your gratitude to the defenders of your country to one celebration a year. You in this Colony have an opportunity every day of doing honour to their memory: their successors are the soldiers of the present day, every bit as worthy of respect, gratitude and confidence as were the heroes of the great war. When trouble threatens they are the first there to defend your life, liberties and goods. A newspaper hard up for copy may blazon forth the peccadillos of the soldier and so give an entirely false impression of a fine body of men. The publicity given to such minor delinquencies is disproportionate and unfair and should be reduced to its true perspective in the minds of the public by the remembrance of the kindly courteous and gallant attitude of the average soldier of the Garrison. All he asks in return is an equally considerate attitude on the part of the public.

In conclusion let us thank God for all His blessings and ask Him to fill with true wisdom minds of those who are now guiding the destinies of nations so that present problems may be solved and the highest good of all may be achieved.

WEAR A FLANDERS' POPPY!

OVER $6,000 COLLECTED FROM STREET SALES.

WELL ORGANISED CAMPAIGN.

A rough estimate of the amount collected yesterday from the sale of poppies showed that in Hong Kong alone a collection of no less than $4,000 was made. In Kowloon over $2,000 were collected and these figures do not include sales in outlying districts such as Homuntin, Kowloon Tong, Yaumati, Cheungchau, etc.

In every way the sale was as thoroughly organised as in former years and there was no want of assistance from volunteer workers as the long list below will show. The list, necessarily, does not include every name but to one and all the Committee desire to express their thanks for the assistance given yesterday.

There were several individual collections of over $100 by the ladies who sold poppies in Hong Kong. The biggest return, it is interesting to mention, was made by Miss F. Stevenson, who managed to bring in no less than $204.45.

From an early hour, practically every point of vantage was occupied by the poppy sellers. The sales continued up to noon-time when those in Hong Kong took their boxes to the City Hall and those in Kowloon to the Y.M.C.A. At each place a battalion of shroffs was engaged to count up the collections, which were mostly in silver, and by one o'clock a rough idea of the amount realised was obtained; though it is quite probable that a fairly big addition to the $6,000 may be available when the details of sales at the outlying districts are known.

In Hong Kong, Mrs. G. D. R. Black was in charge of arrangements for the street sale and Mrs. Strellett helped at the City Hall in issuing poppies. The arrangements on the Peninsula were in the hands of Mrs. Branson and Mr. Terry. Mr. Edmunds was in charge of the sales in the Happy Valley District.

Hong Kong Helpers.

The following ladies assisted in the sales of poppies in Hong Kong:

Mrs. Miskin, Mrs. Grist, Mrs. Richards, Mrs. Naylor, Mrs. Little, Mrs. Dowley, Mrs. Stuart, Mrs. Osborne, Mrs. Black, Mrs. Newbigging, Mrs. Hutson, Mrs. Hutchings, Mrs. Braine Hartnell, Mrs. Kirk and Mrs. Shellshear.

The Misses Cousins, Harris Walker, Alison Black, Richards, Marty, Naylor, Potter, Enid Scull, Bonnar, Hallifax Beavis, De Biere, Blackburn, Lammert, Little Tickner, B. Smith, P. Scott Harston, E. Scott Harston, G. Mackie, A. Laing, Ferguson, Parker Rees, Stevenson, O'Hagan, Laing, Grawhall, Blandy, MacFadyen, Desarty, Dunn, D. Henderson, W. Henderson, E. Hunt, A. Chambers, M. Figueiredo, G. Roza, N. Booker, M. Roza, A. Gosano, M. Osmund, P. Rapp, Brackenridge, N. Reynolds, B. Hynes, A. Fowler, Atkins, E. Penny, H. Grimmitt, F. Silva, L. Salmon, Jean Wilson, Pat Wood, F. Grimmitt, M. Clarke, M. da Silva, R. Murphy, M. Aingston, D. Hoolidge, V. Bradbury, M. Suttill, and M. Glendenning.

Kowloon Helpers.

The following ladies assisted in the sale of poppies in Kowloon:—

Mrs. Branson, Mrs. Gow, Mrs. Taylor, Mrs. Meffan, Mrs. Court, Mrs. Fletcher, Mrs. Gladstone, Mrs. Robertson and Mrs. Pearman.

Misses M. George, K. Hamilton, R. Cole, H. Earnshaw, B. Taylor, H. Brewer, V. Wall, P. Mooney, Joan Booth, P. McCaw, M. McCaw, L. Hickey, D. Weir, F. Newbury, F. Elvidge, C. Sully, E. Skinn, N. Branch, P. Everest, J. Bryon, W. George, M. George, N. Field, B. Scriven, M. Rumsby, T. Gabruila, M. Fadden, P. Elkins, D. Moss, B. Evans, C. Sanh, B. Kinola, R. Kinola, R. Blackmore, R. Nisk, M. Smith, J. Holland, V. Gabruila, D. Harold, J. G. Craig, A. Laihovetsky, H. Laihovetsky, L. Calman, P. Gibson Craig, M. Robinson, E. Rousseau, J. Holland and F. Lenbruila.

The sale of poppies at Yaumati and surrounding districts was under the charge of Mr. Osmund.

CHARITY FOOTBALL MATCH.

GOVERNOR KICKS OFF.

PROLIFIC SCORING IN SERVICES v. REST MATCH.

No fewer than 13 goals were scored in the charity football match between the Services v. the Rest played at the Club ground yesterday. Of these, nine were scored by the forwards of the Rest team, every one of whom were in brilliant form. Their forward line was about the best that could be found in the Colony, and the Services defence line found much difficulty in stopping them from further scoring. The proceeds of this match go to swell the Poppy Day Fund.

There was a fairly large gathering, the covered stands being almost completely full. His Excellency the Governor, Sir William Peel, and Lady Peel were among the early arrivals, other interested spectators were Major-General Sandilands, Capt. A. H. Walker, R.N., the new Commodore, Sir Shou-son Chow and Mr. R. M. Dyer. Before the match started members of both teams including the referee and linesmen were presented tfo His Excellency.

The band of H.M.S. Berwick played pleasing selections before the match and during the interval.

The Teams.

The following players lined up for their respective teams:—

Service.—Fletcher (R.A.), Henderson (Argylls), Huish (R.A.), Yeoman (Argylls), West (Somersets), Troth (Somersets), Dickinson (Navy), Timberlake (Navy), Baker (Somersets), Wylie and Christie (Argylls).

Rest.—Rodgers (Club), Bishop (Club), Li Tin Sang (South China), Oram (Police), Hedley (Kowloon), Oram (Kowloon), Ip Pak Wa (South China), Fung King Cheung (South China), Segalen (Club), A. Gosano and B. Gosano (Recreio).

H.E. Sir William Peel kicked off, immediately after which the Civilians took control of the game. Five minutes after play Fung King Cheung gave the Rest the lead by heading the ball into the net in a scramble in front of the Services goal.

Services transferred the ball to their opponents' area and Rodgers did well to save at the expense of a corner, which the Services players failed to take advantage of. Ip Pak Wah received a pass from Fung King Cheung and sent in a difficult shot, which was successfully stopped by Fletcher. The second goal came from Segalen, who sent in a beautiful grounder which gave Fletcher not a chance. The third goal resulted from a clever individual effort of A. Gusano, who snatched the ball from the Services right half and ran in to beat Fletcher.

Many Chances Lost.

The Services team had many chances to score, but thir forwards lacked combination. Christie and Wylie were the only two who impressed.

Two more goals were scored by the Rest, the scorers being A. Gosano and Fung King Cheung, before the Services forwards were successful in finding their opponents' net. A pretty piece of work between Dickinson and Timberlake resulted in the latter sending in a shot which completely had Rodgers beaten. The Services followed up their success, and in a scramble in front of the Civilians goal, Dickinson made no mistake in shooting the second goal. At half time the score was 6-2 in favour of the Civilians.

On resumption the Services defence showed much improvement. Baker, playing centre forward for Services, early scored the third goal for his team, but only to allow their opponents their seventh goal through B. Gosano.

The Services scored one more goal, after which the Civilian forwards had things all their own way and the final whistle found the score 9-4 in their favour.

Mr. Atkinson officiently refereed the match and Messrs. Stokes and Scott were the linesmen.

AT THE HONG KONG CLUB.

BIG SUM COLLECTED FROM AUCTION.

As is usual every year on Armistice Day, the Hong Kong Club was thrown open to members' women folk and friends, and the large number of guests, who were present to witness the ceremony at the Cenotaph, afterwards partook of refreshments in the Club lounge.

Later in the Club bar, Mr. G. Lammert, assisted by Mr. W. Logan, auctioned several articles for charity. We understand that about $2,000 were collected from members by this means.

HOLIDAY CRICKET.

INDIANS AND UNIVERSITY DRAW.

Several matches were played yesterday under favourable weather conditions, the most interesting game being the I.R.C.-University game at Sookunpoo which ended in a draw. The Royal Engineers beat the Civil Service juniors at Happy Valley, while the Single members of the Police Recreation Club beat the Married men by two wickets.

ABDUL-CURREEN WITH BAT AND BALL.

Indians and University Draw.

At Sookunpoo yesterday, the Indian Recreation Club entertained the University in a friendly match which ended in a draw.

A feature of the match was the brilliant batting of J. S. Abdul-Curreem who in making 69 runs, sent the ball to the ropes fifteen times. He was also in great form with the ball, taking four wickets for 11 runs.

The scores were:—

I.R.C.

A. el Arculli, c Abdul-Aziz, b Ride	41
S. A. Ismail, c Ride, b Baker	0
A. H. Madar, c Silva, b Normanbhoy	6
H. T. M. Barma, hit wicket, b Abdul-Aziz	9
A. A. Rumjahn, c Anderson, b Abdul-Aziz	14
O. Ismail, c Ride, b Abdul-Aziz	2
J. S. Abdul-Curreem, c Sulieman, b Ride	69
S. A. Ismail, c Gan, b Ride	4
E. Hiptoola, not out	1
Extras	6
Total (for 8 wkts., dec.)	152

J. M. A. Ramjahn and A. H. Rumjahn, did not bat.

Bowling Analysis.

	O.	M.	R.	W.
A. T. Normanbhoy	11	4	24	1
Baker	9	1	33	1
Anderson	10	1	45	0
Abdul-Aziz	7	1	23	3
Sulieman	2	0	14	0
Ride	2	0	7	3

University.

A. T. Normanbhoy, b Khan	11
K. P. Gan, b Khan	0
L. T. Ride, b Khan	0
A. B. Sulieman, b Khan	0
H. Normanbhoy, c A. A. Rumjahn, b Madar	17
D. J. N. Anderson, not out	29
P. N. da Silva, c and b Rumjahn	14
G. E. Yeoh, c and b Madar	7
A. Abdul-Aziz, not out	3
Extras	1
Total (for 7 wickets)	82

A. Baker and A. S. A. Kyum, did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Abdul-Curreem	8	4	11	4
Arculli	10	6	16	0
A. S. Ismail	3	0	11	0
Madar	7	3	17	2
A. A. Rumjahn	4	1	14	1
Ramjahn	2	0	12	0

ENGINEERS WIN EASILY.

Good Bowling By Harrison.

Entertaining the Royal Engineers, the C.S.C.C. seconds were beaten by the margin of 94 runs.

The visitors, batting first, put up 166 for 6 with Harrison (44) as top-scorer. This player followed his good work with the bat by taking 5 for 27.

The scores were:—

R.E.

Q.M.S. Mitchell, b Evans	0
L/C. Meehan, c Strange, b Evans	29
Lt. Anstruther, b Edmonds	32
Lt. Macdonald, not out	30
S. M. Gomer, b Freeman	1
Sergt. Harrison, b Strange	44
Lt.-Col. Marsden, b Strange	18
Extras	12
Tot (for 6 wickets, dec.)	166

Spr. Hinbury, Spr. Whitfield, Spr. Holmes and Cpl. Deavall did not bat.

Bowling Analysis.

	O.	M.	R.	W.
Edmonds	8	2	44	1
MacGowan	8	1	10	0
Freeman	6	1	29	1
Grimmitt	6	0	39	0
Wilson	3	0	11	0
Strange	2.2	0	13	2

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C.S.C.C.

F. Matthews, c Meehan, b Harrison	5
R. R. Davies, b. Harrison	9
J. MacGowan, c Mitchell, b Anstruther	38
J. R. Wilson, l.b.w., b Meehan	0
N. L. Bebbington, c Deavall, b Harrison	0
H. Edmonds, c Harrison, b Anstruther	6
H. Strange, c Holmes, b Anstruther	0
A. Grimmitt, hit wicket, b Harrison	3
C. Strange, b Meehan	2
H. E. Evans, c Anstruther, b Harrison	6
A. Freeman, not out	1
Extras	2
Total	72

Bowling Analysis.

	O.	M.	R.	W.
Meehan	11	6	9	2
Harrison	9	3	27	5
Anstruther	6	0	21	3
Marsden	2	0	9	0
Holmes	2	1	4	0

INTER-CLUB MATCH AT P.R.C.

Win For Bachelors By Two Wickets.

A very enjoyable match was played between the Married and Single members of the Police Recreation Club which resulted in a win for the latter by two wickets.

The scoring was rather slow but the game was played in the best of spirits, and good natured banter of the supporters of the two sides provided much amusement.

The scores were:—

Married.

F. F. Alexander, c Sheppard, b Baker	8
F. E. Booker, not out	47
A. Suttill, c and b Baker	8
A. Reynolds, c Sheppard, b Hunter	0
G. Hallam, b Hunter	0
B. G. Thorpe, c Williamson, b Baker	4
A. Clarke, c Sheppard, b Hunter	1
T. McHahon, b Byron	1
A. J. C. Taylor, b Sheppard	17
J. Hunt, b Sheppard	0
E. G. Post, c Meadows, b Byron	1
Extras	2
Total	89

Bowling Analysis.

	O.	M.	R.	W.
B. G. Baker	7	0	21	3
Hunter	9	2	45	3
Byron	3.1	1	6	2
Sheppard	1	0	5	2

Singles.

T. R. Hunter, l.b.w., b Hallam	25
B. G. Baker, l.b.w., b Alexander	15
C. Byron, c Alexander, b Thorpe	5
T. Williamson, c Thorpe, b Alexander	1
W. E. Meadows, b Alexander	1
A. Sheppard, c Alexander, b Hallam	4
W. C. Bart Sparrow, c Post, b Alexander	15
W. Langhlin, not out	11
S. Baldwin, c Reynolds, b Alexander	0
G. Hargreaves, c Alexander, b Booker	3
C. Clow, run out	1
Extras	10
Total	92

Bowling Analysis.

	O.	M.	R.	W.
Booker	5	1	27	1
Thorpe	2	0	12	1
Hallam	4	0	10	2

NEW ADVERTISEMENTS

ST. ANDREW'S SOCIETY.

IT is requested that all Members who have not yet completed their SUBSCRIPTION LISTS for the ANNUAL BALL will do so and Return them at their Early Convenience, to the HON. SECRETARY, c/o Messrs. LOWE, BINGHAM & MATTHEWS. [10102

CHINA COAST OFFICERS' GUILD.

AN ORDINARY GENERAL MEETING will be held at the GUILD OFFICE, 67, DES VŒUX ROAD CENTRAL (DAVID HOUSE), on WEDNESDAY, 12TH NOVEMBER, 1930, at 5.00 P.M.

BUSINESS:—General.

All Members are requested to attend.

T. T. LAURENSON,
Branch Secretary.
[10100

NOTICE.

I HEREBY GIVE NOTICE that I have Severed My Connection with MR. J. Behar as From the 7TH OCTOBER, 1930.

H. A. LAMMERT.
[10081

NOTICE.

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HERBERT ALEXANDER LAMMERT.
7th November, 1930. [10082

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THE SEMI-FINALS of the above CHAMPIONSHIP, Organised by the CHINESE RECREATION CLUB, will be decided on SUNDAY, the 16TH INSTANT, on the CLUB'S COURTS Commencing at 3 P.M. SHARP.

1ST MATCH:

MISS E. LO & M. W. LO v. MRS. KEARY & M. K. LO

2ND MATCH:

MRS. TAYLOR & L. GOLDMAN v. MRS. McCAW & C.A.L. RUMJAHN

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NOTICE.

A PERFORMANCE will be held at the HELENA MAY INSTITUTE on WEDNESDAY, NOVEMBER 12TH, at 9 P.M., when the AMATEUR DRAMATIC CLUB will present SNOBS by E. TEMPLE THURSTON, and HALF AN HOUR by SIR J. M. BARRIE.

TICKETS can be Booked at the HELENA MAY INSTITUTE:—
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The Daily Press.

HONG KONG, NOVEMBER 12, 1930.

WEATHER REPORT.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 6.20 p.m., stated:—

A strong anti-cyclone is central to the north of the Yangtsze Valley. Strong monsoon will continue along the S.E. coast of China and over the N. China Sea.

Local Forecast: — N.E. winds, strong; fair.

THE LABOUR PARTY AND TARIFFS.

ALL the world loves a quarrel, except on the sports field or at the bridge table. But political quarrels are the most popular of all, because the clash is generally on matters of principle with only a spice of the personal element to give it relish. Even the most loyal of Conservatives, after expressing correct indignation at the recent attacks on Mr. BALDWIN, probably indulged in mild speculation as to the most likely successor, should the party leader resign in disgust. Now Reuter cables that three eminent and respectable members of the Labour party Messrs. SNOWDEN, ALEXANDER and WEDGWOOD BENN are reported to be marching into the wilderness. They are none of them extremists, nor would anyone suggest that they were flirting with Liberalism, and far less that they were in whispered conclave with Mr. BALDWIN.

The Labour party is strongly welded, and though differences arose during the War, of which the less said the better, Mr. SNOWDEN for one brief Conference at the Hague arrayed his frail form in the mantle of Palmerston, and the whole Empire applauded his championship of British interests. Most rumours of political crises are untrue, and if there is any dissention in the Labour Cabinet it is almost certainly on the tariff issue. It is, perhaps, significant that the three ministers in question are ardent Free Traders. Mr. SNOWDEN has referred to protection as a quack remedy. His iron will was made up on this point as a very young man, and he has never wavered in his conviction. He would die for Free Trade! But the majority of his party is nothing like so clear on the subject. Mr. MAXTON, and the other "wild men" from the Clyde, fail to see why the products of underpaid labour should be allowed freedom to compete against the British workman. That is what Tariff Reformers like Mr. L. S. AMERY, and General PAGE CROFT, who sits for Bournemouth, have been saying for nearly thirty years. Economic adversity in Britain is, in fact, making some strange political bedfellows. The Labour party is restive about the Tariff question, and the Imperial Conference is not likely to set their minds at rest, for the Dominions have long put their faith in Tariffs.

Free Trade has not solved unemployment the figures go up steadily except in safeguarded industries. "Nor have tariffs," Mr. SNOWDEN would retort grimly, with his eye cast on the maps of America and Germany. But there is a suspicion that if the Conservative party fight an election on the tariff issue, placing a clear and understandable programme before the nation, the reply of the voters may be, "we might as well try it, it might help us out." Perhaps there is a move in the Cabinet for the Commission to examine the question impartially, to lift it out of the rut of platform oratory, and to submit concrete proposals if the evidence suggests that Britain will prosper behind tariff walls. But the report of such a Commission might be extremely inconvenient to Mr. SNOWDEN and his faithful band. Mr. SNOWDEN would certainly take up the cudgels with any Royal Commission. But his attitude would probably be "resignation if the tariff question is raised," and the Prime Minister certainly does not want to lose Mr. SNOWDEN and Mr. ALEXANDER. The quandary is awkward, but there is a growing demand that every possible form of remedy for present distresses should be examined. Mr. SNOWDEN'S blank refusal is not sufficient.

FIGHTING THE LEPROSY SCOURGE.

IT is stated that there are to-day a million lepers in China. The figure is an extremely rough estimate but those who know the country agree that, next to consumption, it is the most common and widespread affliction throughout the Republic. We all know something of the history of leprosy in ancient days and in the Middle Ages in Europe. In the pre-scientific age no attempt to find a remedy had any chance of success, and the common method of treating lepers was to segregate them, little or no thought being given, except in isolated cases, for their welfare. The life of a leper was a long torment ended inevitably by death. He was cut off from all friends and relatives, his only companions being fellow sufferers. Allowing for minor differences in so large a country that is the position of the Chinese leper, to-day. European mission, such as that founded by the Rev. J. LAKE and Mrs. LAKE on the island of Tai Kam, and those at Sheklung and Tung Kun, all in the Kwangtung Province, only touch the fringe of the problem. It is, in fact so vast, that only the Chinese people themselves can hope to eradicate this national scourge.

It is therefore satisfactory to know that there is a Chinese Mission to Lepers, which has taken up this gigantic task. It was founded five years ago and has its headquarters at 20, Museum Road, Shanghai. The Society has briefly summarised its objects as follows:—

1.—To establish asylums for lepers, and homes for the untained children of lepers.
2.—To assist in every possible way all leper asylums at present existing in China.
3.—To provide the new treatment. The leprosy germ after entering the human body, builds for itself a shell which former medicines have been unable to penetrate. Chaulmoogra oil, a proven cure of cases of leprosy, forces an opening into this shell and so destroys the germ.
4.—To provide for the spiritual needs of the sufferers, so that their hopeless mental condition may receive whatever comfort is possible, and to cheer them with the knowledge that there now exists an organisation which is working for their welfare.

How long the task of driving leprosy out of China will take depends upon the Chinese shemselves. It ceased to be found in the more progressive countries of Europe as the standard of life improved last century, and as the Governments took control of public health and sanitation. It was not due to any medical discovery. Chaulmoogra oil has been used with satisfactory results, and China thus starts the struggle with a weapon unknown when Europe fought the same battle. Europe has done the pioneer work, and the knowledge and assistance of Western science and civilisation, can be drawn on to an unlimited extent, if a peaceful China is really determined that a million of her subjects shall not endure the living death of the leper. We wish to remind readers who are interested that the Hong Kong branch of the Chinese Mission to Lepers has taken up the task of paying the salary of the medical officer at the Tai Kam settlement, and also supplies that institution with the necessary drugs. The work like many other things which modern China has set itself to achieve, and it merits support.

★ News and Views ★

Ms. of Kipling's "Recessional."

The autograph manuscript of Kipling's "Recessional" was due to be sold at Sotheby's yesterday (November 11). It is described as "the property of a lady." There was also offered the manuscript of "The Last Chantey." A few months ago the manuscript of the "White Man's Burden" was sold for £800, and before that the manuscript of "The Absent-minded Beggar" fetched £340.

Dr. Adler's Discovery.

The new kind of scientist often makes a valuable contribution to philosophy, ethics, theology, or any other branch of human activity, in the most unassuming way. A Viennese psychologist, Dr. Adler, has just announced a momentous discovery: that "Experimental marriages are a great mistake." Dr. Adler is the founder of the International Society for Individual Psychology, so there is authority behind this revolutionary doctrine.

Whitehall Changes.

Mr. Lansbury is determined to leave his mark upon the map of London, and that aristocratic jumble of houses which centre around Montagu House is to be swept away to make room for a big Socialist hive of bureaucracy. If one must have a Ministry of Labour, if one must have Ministries of Health and Transport, it is obvious that the poor men cannot work for ever in rabbit warrens. But one hopes that the Office of Works will be careful what they do with London's loveliest street. For Whitehall is the only architectural way in our capital. It should be handled gently. And, of course, it is a pity that Pembroke House is to go.

Bowls for M.P.'s.

Mr. Lansbury, First Commissioner of Works, has suggested a scheme for the entertainment of Members of Parliament. He proposes that bowling greens and possibly clock golf courses should be laid out in the Victoria Tower Gardens, which adjoin the House of Lords and face the Thames. It was stated at the Office of Works that nothing had been decided, but if the scheme was carried out it was possible that the greens would be open to the public. As there was an approach to the site from the Houses of Parliament, there might be reservations of greens and putting courses for Members while the House of Commons was sitting.

"The Green Pastures."

Stage censorship in England is not always consistent within itself. "Outward Bound" and "The Passing of the Third Floor Back" were permitted; "The Green Pastures," a thing of consummate beauty, of vivid spiritual import, is not permitted. In all three plays the Diety appears, anthropomorphically and wearing modern clothes. Fortunately, such censorship is not irrevocable, and can be made to work elastically. A Lord Chamberlain can, and does, not only reverse the decisions of his predecessors, but his own decisions as well. Lord Cromer passed "Young Woodley" and "Six Characters in Search of an Author" after first banning them.

Comforts of Obesity.

Fat men, who pay extra premiums to insurance companies, and who dissipate their fortune in Turkish baths, can take comfort from Dr. Berthold, the well-known German professor, who has just pronounced the opinion that "*embonpoint* is one of the greatest benefits which Providence can confer on man, and that with obesity comes perseverance, virtue and contentment." The professor quotes some celebrated examples in support of his thesis. Napoleon developed a corporation at thirty. Mirabeau was fat. Balzac and Alexander Dumas, those prodigies of human energy, were mountains of flesh, and in spite of his obesity Gambetta retained both his mental and his physical vigour until his death.

Russo-Afghan Company.

The Soviet Government is contemplating the establishment of a Russo-Afghan company for the sale of petroleum and mineral oil in Afghanistan. The chief object of this company will be to fight against the British oil interests in Afghanistan, taking revenge, "for England's stand against the Soviet dumping policy." The Soviet Government has already received the Afghan Government's consent to the scheme. It is intended at first to work between Termes and Kabul and between Kabul and Jelalabad. Numerous supply depots will not only supply motor-cars with fuel, but also airplanes travelling on the Afghan and trans-Siberia air route. The sale of the oil products will be assured by offering them at cut-throat prices, which will be considerably lower than English goods.

Backers at last months meeting at Kempton were loud in their lamentations. Not only was not a single favourite successful in the afternoon, but the big race—the Duke of York Handicap—fell to the most complete outsider entered, Hot Bun. Hot Bun was bred in France, but early last season her owner, M. Jacques Wittouck, the wealthy Belgian, sent her over to England to be trained.

There was some time ago a keen discussion at a well-known London Rugger club concerning the respective merits of Rugby Union football and of the Rugby League game as played in Lancashire and Yorkshire. Several enthusiastic "Rugger" players present were horrified at the contention that the adoption of some of the Rugby League rules by the Rugby Union would add to the attraction of the latter game. There is little doubt, however, that the Rugby League rule that the ball must not be kicked into "touch" without first bouncing inside the field of play would speed up "Rugger" considerably. This rule applies in New Zealand, and perhaps largely accounts for that country's superior prowess at the game.

Kid Berg, Stepney's own special joy believes—quite rightly—that the business of a fighter is to fight. His victory and vengeance in New York recently over the Italian-American Billy Petrolle, whom he defeated decisively on points over ten rounds, came after a tempestuous conflict. Both men were game as terriers—"thrice at the end of a round they had to be torn apart by the referee." Petrolle is the hardest hitter Berg has ever met. There were times when the two were neck and neck. Petrolle landed some stiff, clean clows, but he could not cope with the non-stop offensive and superior stamina of the Englishman. Berg flashed out punches at such amazing speed that he swept his opponent off his feet in a whirlwind of fist and leather. Petrolle tried for a knockout. Berg in reply battered down his opponent's defence and beat a machine-gun tattoo with jabs to the face and body.

A verdict that death was caused by a fire, the cause of which was unknown, was recorded at an inquest at Hendon N.W., on Albert Edward Lusted, aged 50, of Eastcotelane, South Harrow (Middlesex). He was burned in a fire which followed an explosion in a film-stripping factory at the Wealdstone Smelting and Refining Works. Ivor Randell, manager of the works, was told by the coroner, Dr. George Cohen, that he need not answer question. Randell said that heat for drying the films was obtained through water radiators. The regulations prohibiting smoking or the presence of any material likely to ignite were observed. He estimated that there was 3cwt. of film in the ovens and 800lb. in the stripping room. The regulations allowed 900 lb. in the stripping room. There were no guards round the radiators. This was a departure from the approved plan. Had there been more film on the premises it would have been doubtful, in his opinion, if any of the workmen in the room would have got out alive.

Tourist traffic by motor-cars from the United States to Canada increased 27 per cent. during the first six months of this year, compared with the corresponding period in 1929.

Few children have been more written about than Princess Elizabeth. Almost from her first hour she has lived a public life, and now Mr. Murray has announced for the end of October The Authorized Life Story of the Princess Elizabeth, written by "Anne Ring," formerly of the Duchess of York's Household. The book is illustrated with 32 Photogravures.

Lady Simon, addressing members of the Conservative Woman's Reform Association in London last month, said it had now been made clear by the Liberian Government that the charges of slave-owning and slave trading had been established. These and other abuses had been committed not only by private persons, but also by the Liberian-American negro officials—including those in the highest positions.

The questions of insulation from external climatic conditions and also fire resistance are two of the most important points which have to be decided by the designer of a modern cinema. It would appear, then, that the architects of some of London's latest Super Cinemas are of one mind regarding the most suitable roofing material, for no fewer than eight built during the last year or so have been roofed with Turners' Asbestos Cement Trafford Tiles.

Imperial Airways, Limited, are in negotiation with the Air Ministry to obtain permission for smoking by passengers in their new 40-seater machines now being constructed. An official of the firm said:—"This is the first time in the history of commercial aviation that a compartment seating 20 people in an air liner has been fitted with fire-resisting materials in order that smoking may be allowed without risk. We hope that when we register the first of the machines with the Air Ministry we shall be granted permission to allow smoking."

A fourteen-inch rainbow trout was found flopping about in the grass near the lake at the fifteenth hole on the Greenbrier Golf Course, White Sulphur Springs, by a caddie. He picked up the fish, which had an abnormally large stomach, and was about to take it home when he was seen by a policeman, who arrested him for illegal fishing. The caddie explained where he found the fish. The officer, curious to know the reason of its swollen state, cut it open and discovered that the bulge was caused by a brand new golf ball which the trout had swallowed. The caddie was set free.

There can be no doubt—a propos of the athletic prowess of women—that a woman who flies solo to Australia must have at least great powers of endurance. But in the opinion of Mr. Bernard Shaw, Miss Amy Johnson did not fly there, but merely steered a machine that did so. Women are, naturally, so much less suited than men to endure hardships that such feats as Miss Johnson's flight and Mrs. Victor Bruce's are the more praiseworthy. Many people, however, will probably agree with Mr. Shaw's contention that there is no reason why a woman should not be as good a shot as a man.

"Laugh, and the Next World Laughs With You" has been adopted as the motto of a new religious sect founded by a Hungarian widow, Mme. Fuelop, in Debreczin. "Purification of the soul," she declares, "is possible by merriment alone." She claims Biblical authority for her new gospel. "Jesus never ordered mankind to be mournful," she preaches to her disciples. And she has persuaded them to meet every evening—they are all young working women—and to dance together in the name of Salvation, laughing, singing, and from time to time kissing the Bible. This is so far their only form of religious service. The police are watching the activities of the new sect, but find no ground for intervention.

★ Local Notes and Events ★

Passengers arriving here by the Asama Maru included Mr. and Mrs. H. H. Priestley, Mrs. A. H. Cantlie, Miss G. Chettle and Mr. G. H. Potts.

Members of St. Andrew's Society, who have not yet completed their subscription lists for the annual [illegible] return them as soon as possible to the hon. secretary.

Looking Back 25 Years.

The advantage of a seaport over a river port is illustrated in the following comment from the *North China Daily News*:—The strong gale blowing last week-end upset shipping arrangements considerably. The O. and O.S. Doric and the N.D.L.S. Princess Alice were delayed at Woosung until yesterday; the R.M.S. Athenian, due in on Saturday, did not arrive till yesterday, when the G.N.S. Dokota from Hong Kong, also due a tide late, put in an appearance. The [illegible] up river yesterday instead of on Saturday.—*Hong Kong Daily Press*, Nov. 13, 1905.

Looking Back 50 Years.

The following occurs in the Chinese Customs Report for 1879:—Foreign dyes and colours, notwithstanding their falling off in 1878, are being imported in rapidly increasing quantities, and the indication is the superior brightness of tint which they possess, in comparison with native dyes, is becoming more and more widely appreciated in China. The utility of sulphuric acid, too, in the process of separating gold from silver has lately become apparent to the Chinese, a fact which has no doubt caused its gradually increased importation [illegible] appeared in the list of foreign imports.—*Hong Kong Daily Press*, Nov. 12, 1880.

THE LORD MAYOR'S SHOW.

PRIME MINISTER'S SPEECH AT BANQUET.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

The new Lord Mayor, Sir William Phene Neal, is a London County Councillor, and at his request all Council Schools within a 1½ miles radius of the Lord Mayor's show were closed to-day.

As a result an enormous crowd, largely composed of children, witnessed one of the most colourful pageants of the Empire ever staged in London, including four Indian elephants with gorgeous trappings, the attendants of one of these was responsible for an unfortunate incident. Scared by shouting students outside King's College on the embankment, one of whom was hiding a lion mascot and others discharging fireworks, an elephant charged the students, who bolted and dropped their mascot, which the elephant seized. Other elephants followed the students, who scattered. A number of women and children was trampled on by the crowd, which pressed back on the narrow pavement, and was slightly injured in the crush. The elephants turned back of their own accord at the entrance to the College where the students had disappared and returned to the procession and resumed their stately progress amid the plaudits of children in the rest of the route who were unaware of the incident.

No Cause for Pessimism.

LONDON, Nov. 11.

The Prime Minister delivered a traditional review of Home, Empire and Foreign Affairs at the Lord Mayor's Banquet at the Guild Hall which followed the magnificent pattern set in the past.

In the course of his speech the Prime Minister referred to the work accomplished by the Imperial Conference and said that at the Imperial Conference of 1926 the principle of equal status between Great Britain and the Self-governing dominions of the British Empire had been accepted. Now, at this 1930 Conference they had been setting what those words meant in terms of legal and administrative change.

The Prime Minister went on to say that the subject of mutual economic arrangements between units of the Empire was beset with difficulty, and there were very clearly defined limits, but he was very hopeful for the future.

The task of broadening liberty which engaged the attention of the Imperial Conference will be undertaken by the forthcoming India Round-Table Conference.

Mr. Ramsay MacDonald also outlined the tremendous problems connected with the causes of unemployment saying that new sources of production must be found, a vast improvement in our marketing must be undertaken and that the Dominions, by mutually advantageous agreement with us, must join hands and lay economic foundations worthy of our common spiritual inheritance.

This heavy task could not be done by witches, wizards or jerry-builders. It must enlist the co-operation of the most practical intelligence and business experience.

The Prime Minister concluded by saying that Great Britain had no cause for pessimism as it was endowed with skill, resources and reputation.

UNEMPLOYMENT IN BRITAIN.

INDUSTRY TO BE RE-ORGANISED.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 11.

New administrative machinery has been erected for the re-organisation of industry with a view to minimising unemployment.

Mr. Hora Wilson has been appointed whole-time chief and industrial adviser under the Board of Trade, which is assuming Government responsibility for the reorganisation of such industries such as iron, tin, steel and certain mining industries.

IMPERIAL PARLEY.

CONFERENCE NEARING END.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 10.

The Imperial Conference is now nearing the end of its work, and there is a possibility of the final plenary session being held on Thursday. Good progress has been made with the consideration, by the heads of the delegations, of the reports submitted to them by the Committees and Sub-Committees of the Conference.

A large number of these reports were considered and approved this afternoon, and on the economic side it now only remains for the heads to examine the series of reports prepared by the various Sub-Committees set up by the Committee presided over by the President of the Board of Trade, Mr. W. Graham. The questions dealt with in these latter reports, which will be examined by the heads to-morrow, cover the suggested methods whereby inter-Imperial co-operation might be stimulated other than by tariff preferences.

Two meetings of the heads to-day were primarily concerned with final consideration of the constitutional aspects of inter-Imperial relations, and at this afternoon's meeting this task was completed. It is understood that a series of recommendations will be submitted by the heads to the plenary session on questions raised in the report of last year's Conference on the operation of Dominion Legislation.

Nationality Question.

On the subject of nationality, Sections 73 to 78 of the Operation of Dominion Legislation Report have been carefully studied, and it is anticipated that the Imperial Conference will affirm them. Two of the Dominions, Canada and South Africa, have already passed Acts defining their nationals both for national and international purposes, and the sections in question recognise that it is desirable that the Dominions generally should define their own nationals.

The report also took note of the fact that members of the Commonwealth are united by common allegiance to the Crown, which is the basis of the common status possessed by all subjects of His Majesty, and that common status recognised throughout the Commonwealth in recent years has been given a statutory basis through the operation of the British Nationality and Status of aliens Act, 1914.

Reciprocal Action.

The section of report on this subject is likely to be confirmed by the Imperial Conference. It emphasises that if any change is desired in the existing requirements of common status, reciprocal action will be necessary to attain this, and that no member of the Commonwealth could or would contemplate a meeting to confer on any person the status to be operative throughout the Commonwealth, save in pursuance of legislation based upon common agreement.

In regard to the nationality of married women, the heads of the delegations have examined Sections 8 to 10 of the Hague Conference Report, and it is believed they are prepared to recommend that Governments within the Commonwealth shall carry out these recommendations, but there appears to be a disinclination to proceed beyond this.

Succession to Throne.

In view of the recommendations of last year's Conference, it seems probable that the present Imperial Conference will be recommended by the heads to approve of proposals regarding the right of the Crown to disallow and reserve Dominion Legislation and that the Government of the United Kingdom will ask Parliament to pass the necessary legislation to effect this, and to repeal the Colonial Laws Validity Act. Approval of the report carries with it acceptance of the Convention that it would be in accordance with the *established constitutional position* of all members of the Commonwealth in relation to one another that any alteration in the law touching the succession to the Throne of the Royal styles and titles shall hereafter require the assent of the Parliaments of all the Dominions as well as of the Parliament of the United Kingdom.

Legislation to give effect to the various proposals indicated above will not be introduced in the British Parliament until requests have been received from the Dominions, and the suggested schedule of dates for receiving such requests will permit of legislation becoming effective on December 1 of next year. Another important question discussed at to-day's meeting was that of appeals to the Privy Council. On this subject it is understood that the heads make no recommendation.

THE TWELFTH ANNIVERSARY.

H.M. THE KING ATTENDS CENOTAPH CEREMONY.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 11.

Solemn celebrations in Canada, Australia, West Indies and other parts of the Empire marked the twelfth anniversary of the Armistice.

At the heart of the Empire—the Cenotaph, Whitehall—the King, Prince of Wales, Duke of York, British Cabinet Ministers, Dominion Prime Ministers, Indian Princes (whose bright turbans and puggarees made vivid lines of colour immediately behind His Majesty) and delegates of the Indian Conference observed the two minutes' silence amid the homage of a vast crowd, many of whom waited all night long.

His Majesty the King looking very fit in a Field-Marshal's uniform laid the first wreath at the Cenotaph after the silence in brilliant sunshine.

There was a service at Westminster Abbey where the congregation consisted mostly of women wearing War Service medals.

There were also services throughout the country.

It is learned that His Majesty the King suffered no ill effects from his attendance at the Cenotaph service.

BOXER INDEMNITY.

DISCUSSED IN PARLIAMENT.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

In the House of Commons at question time to-day, Mr. Arthur Henderson said that the settlement of the Boxer Indemnity was subject to the approval of Parliament, and the requisite Bill was being introduced as soon as the time could be found.

The Rt. Hon. Locker-Lampson asked whether the newspaper statements were true that a large sum was being handed over to the Chinese for the Canton-Hankow Railway against the advice of the Advisory Committee?

Mr. F. E. Mills (Lab.) asked if the reason for the renunciation of the Boxer Indemnity was a voluntary cancellation of its share by the Soviet Government seven years ago.

Mr. A. M. Samuel asked if Mr. Henderson would take up the case of the British engineer on the Canton-Hankow Railway, whose pay, amounting to $60,000 had been withheld. Mr. Henderson requested notice of this question.

[REUTER'S AMERICAN SERVICE.]

American Loan to China?

WASHINGTON, Nov. 10.

Mr. Linebarger, the U.S. Legal Adviser to the Chinese Government, who, it is alleged, intends to discuss Chinese finance with officials, has not yet presented his credentials to show that he is acting officially for Nanking.

Opinion in the State Department as regards the justification of a loan to China is divided. Anyway, such a loan would require the authorisation of Congress.

[THROUGH REUTER'S AGENCY.]

Sir Miles Lampson.

LONDON, Nov. 10.

In the House of Commons, replying to a question as to whether His Majesty's Minister, Sir Miles Lampson, was arranging to reside in Nanking, Mr. Henderson said that the Minister visits the capital from time to time, while the Counsellor of the Legation divides his time between Nanking and Shanghai, and is thus constantly in touch with the National Government.

ATLANTIC "GREYHOUNDS."

TWO NEW BRITISH VESSELS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

That two new British Trans-Atlantic steamers which do the work of three ordinary liners, will help Britain to cope with subsidised American and German competition, was mentioned by Mr. W. Graham in the House of Commons, which agreed to a financial resolution to implement the draft agreement between the Board of Trade and the Cunard Company.

Mr. Graham said that the first of these *two* vessels will cost £4,500,000, of which sum the market would insure £2,500,000, the Government to insure the remainder.

DISARMAMENT COMMITTEE.

METHODS OF LIMITATION DISCUSSED.

[THROUGH REUTER'S AGENCY.]

GENEVA, Nov. 11.

The Disarmament Committee today discussed methods of limitation of war material and of land forces by means either of direct limitation by furnishing the number of weapons and quantity of ammunition for each country, or limitation by "publicity."

Lord Cecil was of the opinion that direct limitation, which is a German proposal, is most unsatisfactory and urged that the Committee adopt a system of "publicity." He said that the limitation of expenditure would be the most effective way of limiting material and he hoped the United States would solve its difficulties.

As regards publicity Mr. Gibson maintained that direct limitation was the only satisfactory method and said that America already possessed an effective method for limitation by numbers and full publicity. He did not object to the Convention binding certain states to the system of publicity and leaving others to adopt another system.

Herr Bernstorff said that direct limitation was essential in making the Convention effective and urged that the system which had been applied to Germany be applied to all other states.

CONSCRIPTION LIMITED BY CONFERENCE.

[THROUGH REUTER'S AGENCY.]

GENEVA, Nov. 10.

The Disarmament Committee adopted by 19 votes to *nil*, Germany and Russia abstaining, the revised Article One, providing that annual service in conscription countries shall not exceed a period to be fixed later by the Disarmament Conference.

ASIATIC WOMEN'S CONGRESS.

BATAVIA MAY SEND DELEGATES.

[THROUGH REUTER'S AGENCY.]

BATAVIA, Nov. 11.

The various native women's organisations have formed a committee to consider the sending of representatives to the pan-Asiatic Women's Congress which is to be held at Lahore in January.

COLONIAL NAVAL DEFENCE.

BILL INTRODUCED BY LORD PASSFIELD.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

The text is issued of a Bill presented by Lord Passfield in the House of Lords to amend the Colonial Naval Defence Acts and empower the legislature of any Colony with the approval of the King, to make a provision at the expense of the Colony for maintaining and using war vessels, such vessels and *personnel* to be placed at the King's disposal for the general service of the Royal Navy.

ELECTIONS IN AUSTRIA.

SOCIAL-DEMOCRATS HEAD THE POLL.

[THROUGH REUTER'S AGENCY.]

VIENNA, Nov. 11.

The general election in Austria resulted as follows:—Social Democrats, 72; Christian Socialists and Heimwehr, 66; Schober's new *bloc* 19; Home Party, 8.

The Christian Socialists and Schober's new *bloc* have thus not shaken the position of the Social Democrats who are one seat stronger than they were in the previous parliament.

THE R.101 TRAGEDY.

COURT OF INQUIRY ADJOURNED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Nov. 11.

The survey of the facts relating to the destruction of the R.101 was concluded yesterday, and the Court of Inquiry then adjourned until December 3 when it will have before it the results of technical tests and calculations now being made, and will invite the opinion of the experts as to the cause of the disaster.

Evidence given yesterday by officers who took part in flights in R.101 during the Hendon Air Pageant agreed with the statement that the airship seemed heavy and was losing gas.

Squadron Leader Booth, Commander of the R.100 said the officers of R.101 were satisfied with the trials but he thought their opinions were biassed by the fact that the Imperial Conference which was sitting, held that an Indian trial was desired. Otherwise he thought the officers would have insisted on more trials such as those the R.100 underwent before going to Canada.

"DO—X" WELCOMED AT CALSHOT.

MONSTER 'PLANE LANDS SUPERBLY.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

A fleet of 50 aeroplanes and seaplanes, looking like gnats in comparison with the eagle-like Dornier DO-X, met the latter outside the Isle of Wight to-day and escorted her to Calshot, where she alighted on the water superbly, and was taken by R.A.F. tenders to a special mooring buoy.

Vice-Marshal Lamb, on behalf of the Air Minister and other Air Ministry officials, and representatives of the German Embassy, welcomed Herr Dornier, whom Colonel the Master of Sempill invited to be his guest during his stay at Calshot.

FRENCH FAR EAST FLIGHT.

AIRMEN ARRIVE AT KARACHI.

[THROUGH REUTER'S AGENCY.]

KARACHI, Nov. 10.

The French airmen Goulette and La Louette, have arrived here.

NEW BRAZILIAN GOVERNMENT.

BRITAIN TO RESPECT EXISTING TREATIES.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

In the House of Commons at question time Mr. Arthur Henderson said that the new Brazilian Government had informed the British Ambassador they will respect all existing treaties, public debts, contracts, and other legally enacted obligations.

His Majesty's Government had informed the Brazilian Government that it considered that the recent change of Government in Brazil in no wise affects Anglo-Brazilian diplomatic relations.

THE KHABAROVSK PROTOCAL.

RUSSIAN HOPE OF AGREEMENT.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Nov. 11.

M. Karakhan has sent a letter to the Chinese representative, Mo Teh Hui, stating that as the conditions in Manchuria are now such that the terms of the Khabarovsk Protocol may be regarded as fulfilled, there is no longer any obstacle to the opening of discussions of concrete questions regarding the Chinese Eastern Railway and trade diplomatic relations.

[illegible] view to creating a firm basis for friendly Sino-Soviet relations the Chinese Republic will accept the proposal to open negotiations.

PLOT AGAINST RUSSIA.

CHARGE AGAINST FRENCH MINISTERS.

[THROUGH REUTER'S AGENCY.]

MOSCOW, Nov. 11.

M. Poincare and M. Briand are named in an official indictment signed by M. Krylenko, the public prosecutor, as being concerned in a "counter-revolutionary plot in connection with which eight persons are standing trial charged with organising destructive activities with a view to undermining the Soviet Government and preparing for the restoration of Bourgeoisie power.

The indictment declares that the accused entered into criminal relations with M. Poincare and M. Briand "who were preparing a military an attack on the U.S.S.R. and on their instructions accused, in conjunction with Headquarters' officers of France elaborated a plan for a military attack."

The indictment declares that the accused planned to engineer a crisis in the main industries of Russia in 1930, the time indicated by French Headquarters for military intervention in the U.S.S.R. and planned to demoralise the Red Army and blow up public buildings, power-stations, etc.

The names of the accused are Ramsin, Kalinnikov, Laritchev, Tcharnovsky, Fedotov, Kuprianov, Ochkin and Sitnin.

MISSIONARIES MASSACRED IN BRAZIL.

ISOLATED MISSION TRAGEDY.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 10.

The Irish missionary, the Rev. McDowell, has cabled from Brazil reporting the slaughter of the American missionaries, Arthur Tylee, his infant daughter, and Miss Ethel Kratz (who was acting as nurse), presumably by Indians, at an isolated mission station near Jeruene, three weeks journey by ox team from the nearest civilisation. Mrs. Iylee, who was wounded, is recovering.

There are no details of the massacre, but it is known that the district is peopled by Indians who are naked savages, armed with poisoned arrows.

PROHIBITION SIXTY PER CENT. EFFECTIVE.

DRINKING IN AMERICA.

That Prohibition is now only 60 per cent effective in the United States is admitted by Mr. Amos W. W. Woodcock, the Prohibition Commissioner for the Federal Government. In his report, which is based on long and careful research, Mr. Woodcock claims that the consumption of spirits, wine, and beer is now about 40 per cent of what it was in 1914, and the alcoholic content only about 35 per cent. He estimates that in the fiscal year ended June 30 last alcoholic beverages consumed amounted to 976,000,000 gallons, or about seven gallons per capita. In 1914 the consumption was almost 23 gallons per capita. Mr. Woodcock fails to mention, however, that in 1909-10, the last year before national Prohibition, consumption had fallen to less than ten gallons.

Surprising Figures.

A leading organisation of anti-Prohibitionists, the National Association Against the Prohibition Amendment, has published its own estimate of the amount of drinking now being done, saying it is based on many months of study by a staff of statisticians. Its figures differ materially from the Government's figures only as regards spirits, of which the association says that 200,000,000 gallons are now consumed, while the Government estimate is only 73,000,000. The association estimates the wine consumption at 110,000,000 gallons, and the Government figures are 8,000,000 gallons larger. Regarding beer and other malt beverages, the association estimate is 790,000,000 gallons and the Government's 700,000,000.

Mr. Woodcock thinks that Prohibition is somewhat more successful than his figures indicate, since even in 1914 there was much illicit distilling and home brewing which is ignored in his estimates. The association contends that beer drink[illegible] 1914 has been reduced by 70 per cent since 1913, the wine consumption doubled, and that of spirits increased by 10 per cent.

CHIANG-CHANG CONFERENCE.

YOUNG CHINA TO BE DEVELOPED.

[THROUGH REUTER'S AGENCY.]

NANKING, Nov. 11.

Marshal Chiang Kai Shek arrived here from Shanghai at 7 a.m.

Marshal Chang Hsueh Liang, whose train has been delayed, is expected to arrive at 3 p.m.

TIENTSIN, Nov. 11.

Marshal Chang Hsueh Liang who left for Nanking at 7 o'clock last night was accompanied by his wife, his brother, Chang Hsueh Ming, together with a large retinue.

Ho Feng Lin speaking on behalf of Chang Hsueh Liang stated that Chang Hsueh Liang and Chiang Kai Shek intend uniting all their endeavours for the development of Young China.

Chiang to Meet Chang.

NANKING, Nov. 11.

Marshal Chang Hsueh Liang left Tsinanfu at 7 a.m. and is expected at Pukow between midnight and seven to-morrow morning.

It has been tentatively arranged that Chiang Kai Shek will go to Pukow to meet Chang Hsueh Liang and both will go to Nanking by the gunboat Weishea, after which they will proceed to Dr. Sun Yat Sen's Mausoleum where Chang Hsueh Liang will pay his respects.

The Fourth Plenary Session is opening at eight to-morrow morning and a quorum is assured.

SINYU MASSACRE.

2,000 PEOPLE KILLED BY COMMUNISTS.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 11.

A message from Nanchang states that according to refugees from Sinyu, over 2,000 houses there have been burnt, 5,000 people kidnapped and 2,000 killed by the Communists.

JAPAN'S NAVY.

ESTABLISHMENT OF TWO MORE AIR SQUADRONS.

[THROUGH REUTER'S AGENCY.]

TOKYO, Nov. 10.

In addition to the 373,000,000 yen which has been tentatively agreed as the Navy's share of the proceeds of the savings under the London Naval Treaty the Finance Minister has agreed tentatively to the appropriation of 23,000,000 yen from other sources towards carrying out sundry plans for three years after 1935, including the establishment of two more air squadrons.

TEST CRICKETER'S DEATH.

W. W. WHYSALL SUCCUMBS TO BLOOD-POISONING.

[THROUGH REUTER'S AGENCY.]

LONDON, November 11.

W. W. Whysall, the England-Notts cricketer has died from blood-poisoning.

[Whysall was born at Woodborough on October 31, 1887, so that he had only celebrated his 43rd birthday about 10 days ago. He joined Notts in 1910, and fourteen years later he was chosen as a member of the M.C.C. team for Australia in the dual capacity of batsman and wicket-keeper. Although he did not "keep" in any of the Tests, Whysall played in three of them, making scores of 76 at Melbourne and 75 at Adelaide. In 1904 he got centuries in four consecutive matches and two years later he got two separate hundreds (100 and 107 not out) *v.* Gloucester at Trent Bridge.

Whysall was particularly successful with the bat during the last season for in addition to knocking up 248 runs against Northamptonshire on the latter's ground when he made the highest score in his career (his previous best being 244 *v.* Gloucester at Trent Bridge in 1920), he made 120 runs for his county against the Australians while he also knocked-up a century in each innings against Hampshire (117 and 101 not out) at Nottingham. "W.W." also passed the hundred mark (158) against Warwick at Birmingham and (123) against Kent at Canterbury. He was a member of the fifty Test [illegible] during the last series in the Old Country but did not come off, scoring 13 in the first innings and 10 in the second.]

Sports News

SOUTH CHINA A.A. SPORTS.

GREAT KEENNESS SHOWN BY LADY COMPETITORS.

MRS. T. H. KING PRESENTS THE PRIZES.

The annual athletic sports meeting of the South China Athletic Association was held at Caroline Hill yesterday in the presence of a large gathering of interested spectators, which included Sir Shou-son Chow, Mr. and Mrs. T. H. King, and many well-known Chinese ladies.

Keen rivalry was displayed by the competitors, which included many girls.

At the conclusion of the sports, Sir Shou-son Chow made a short speech in which he welcomed, on behalf of the Association, Mr. and Mrs. King, the latter especially for so kindly consenting to distribute the prizes. He congratulated the management of the Association for making the meeting so successful.

In calling upon Mrs. King to present the prizes, Mr. Tsang Yiu Ting, Vice-President of the Association, said that it was not his duty to speak, but as Mr. M. K. Lo, the President of the Association, could not come owing to a tennis tournament, he had to do so.

To prove that she had a great interest in the South China Athletic Association, Mr. Tsang continued, Mrs. King had contributed a large sum of money to the sports fund. With this sum of money the Association had bought a cup bearing the name of "Mrs. King's Cup" which would be presented to the winners of the girls' 400 metres relay race after winning it two years in succession.

After the distribution of the prizes, Mrs. King was presented with a bouquet, and Mr. King thanked the South China Athletic Association for the great honour they had done to him and his wife by asking Mrs. King to distribute the prizes

RESULTS.

Senior.

100 Metres Race. 1, Ching Shiu Man; 2, Chan Yue Tin; 3, Ip Pak Wah.

200 Metres Race.—1, Ching Shiu Man; 2, Chan Yue Tin; 3, Siu Hon Litt.

400 Metres Race.—1, Siu Hon Litt; 2, Li Ping Tong; 3, Chan Yue Tin.

800 Metres Race.—1, Siu Hon Litt; 2, Ip Pak Wah; 3, Cheung Lu Mui.

1,500 Metres Race.—1, Siu Hon Litt; 2, Cheung Lu Mui; 3, Yeung Poon Sun.

110 Metres High Hurdle Race.—1, Cheung Shiu Man; 2, Leung Wing Jiu.

200 Metres Low Hurdle Race.—1, Chan Yue Tin; 2, Li Ping Tong; 3, Cheung Shiu Man.

Putting the Shot.—1, Siu Kit Man; 2, Leung Wing Jiu; 3, Ip Pak Wah.

Discus Throw.—1, Wong Kei Chow; 2, Chan Yu Tin; 3, Siu Hon Litt.

High Jump.—1, Siu Hon Litt; 2, Ching Siu Nam; 3, Leung Wing Chiu.

Broad Jump.—1, Ip Pak Wah; 2, Ching Siu Nam; 3, Siu Hon Litt.

Pole Vault.—1, Li Wood Choi; 2, Cheng Chung Tak; 3, Chan Ki Chung.

Hop, Step and Jump.—1, Ip Pak Wah; 2, Leung Wing Chiu; 3, Chan Yue Tin.

Javelin Throw.—1, Chan Yue Tin; 2, Siu Hon Litt; 3, Ching Siu Nam.

Junior.

50 Metres Race.—1, Chan Chung Wai; 2, Tsang Sik Yan; 3, Hau Ching To.

100 Metres Race.—1, Chung Chan Lam; 2, Hau Ching To; 3, Wong Yau Kan.

200 Metres Race.—1, Hau Ching To; 2, Chung Chan Lam; 3, Wong Yau Kan.

400 Metres Race.—1, Wong Yau Kan; 2, Lam Kau Tock; 3, Chung Chan Lam.

Long Jump.—1, Lam Kau Tock; 2, Chung Chan Lam; 3, Ng Yau Sun.

Hop, Step and Jump.—1, Cheng Chan Lam; 2, Lam Kau Tock; 3, Wong Yau Kan.

Putting the Shot.—1, Chung Chan Lam; 2, Yung Kwok Yu; 3, Chan Kwok Hung.

Small Boys.

50 Metres Race.—1, Wong Lin Kwong; 2, Tin Koon Po; 3, Sun Wah Luk.

100 Metres Race.—1, Cheung Koon Yan; 2, Wong Lin Kwong; 3, Sun Wah Luk.

200 Metres Race.—1, Sun Wah Luk; 2, Hau Ching To; 3, Li Chi Hing.

400 Metres Race.—1, Hau Ching Kai; 2, Tsang Chack Wu; 3, Sun Wah Luk.

Long Jump.—1, Tin Koon Po; 2, Wong Hon Sun; 3, Lam Shing Cheung.

High Jump.—1, Wong Yau Tim; 2, Tsang Chak Wu; 3, Yuen Man Sang.

Shot Put.—1, Ng Shing; 2, Leung Shing; 3, Tin Koon Po.

Girls.

50 Metres Race.—1, Mak Yim Tsang; 2, Chu Wing Man; 3, Yeung Wai Pan.

100 Metres Race.—1, Yeung Wai Pan; 2, Chu Wing Man; 3, Mak Yim Tsang.

200 Metres Race.—1, Yeung Wai Pan; 2, Mak Yim Tsang; 3, Lo Yuet Ho.

400 Metres Race.—1, Yeung Wai Pan; 2, Mak Yim Tsang; 3, Lo Yuet Ho.

Shot Put.—1, Lo Kit Hing; 2, Chu Wing Man; 3, Mak Yim Tsang.

Throwing the Baseball.—1, Wong Ki Tong; 2, Ko Lai Ngo; 3, Mak Yim Tsang.

Long Jump.—1, Mak Yim Tsang; 2, Yeung Wai Pan; 3, Chu Wing Man.

High Jump.—1, Mak Yim Tsang; 2, Lo Yuet Ho; 3, Ko Lai Ngo.

Hop, Step and Jump.—1, Mak Yim Tsang; 2, Ko Lai Ngo; 3, Lo Yuet Ho.

200 Metres Handicap (Members).—1, Leung Lai Sang; 2, Chan Tak Chiu.

100 Metres Handicap (Members of over 35 years).—Hung Yan Chow.

100 Metres Handicap (Officials).—1, Miss Chan Chak Shau; 2, Chan Tak Chiu; 3, Miss Chan Mong Lan.

Open Events.

800 Metres Relay.—1, Somersets L.I.; 2, Nippon Club.

400 Metres Relay.—1, Lam Yew (C.A.A.).

400 Metres Relay (Girls).—1, South China A.A.; 2, Mui Fong Girls' School.

400 Metres Relay (Junior).—1, S.C.A.A. School A Team; 2, S.C.A.A. School B Team.

400 Metres Relay (Small Boys).—1, S.C.A.A. School A Team; 2, S.C.A.A. School B Team.

400 Metres Relay (Scouts).—1, Sea Scouts; 2, 8th Troop (S.C.A.A.) B Team.

100 Metres Relay (Ambulance).—1, Tsang Wing Hoi; 2, Check Hing Kwong; 3, Lam Shiu So.

Senior Championship.—Siu Hon Litt, 30 points.

Junior Championship.—Chung Chan Lam, 28 points.

Small Boy Championship.—Sun Wah Luk, 11 points.

Girl Championship.—Mak Yim Tsang, 32 points.

Champion of the Meet.—Miss Mak Yim Tsang.

AUSTRALIAN PONIES.

RESULTS OF JOCKEY CLUB DRAW.

The following were the results of the draw for the Australian subgriffins at the Jockey Club on Monday:—

Description.	Drawn by
Bay gelding	Messrs. Hall & Shenton
Chestnut mare	Dynasty
Bay gelding	Messrs. Mackie & Grayburn
Chestnut mare	Messrs. Fung & Tang
Bay gelding	Chan Tin Son
Chestnut mare	S. L. Kong
Bay gelding	W. T. Stanton
Chestnut mare	L. Reidy
Bay gelding	Mrs. Pearce
Roan golding	K. C. Lau
Brown mare	Liang Hau Yuen
Chestnut gelding	G. A. Harriman
Brown mare	Kangaroo
Brown golding	Messrs. Proulx & Hong Sling
Dun mare	Wong Ping Shun
Brown golding	Dr. J. C. Macgown
Bay mare	Messrs. Lewis & Sheldon
Brown golding	M. H. Logan
Bay mare	Kong E. Suen
Dun golding	A. J. P. Heard

CANTON GOLF TITLE.

MR. BATCHELOR WINS.

The Canton Golf Championship title was won by Mr. R. K. Batchelor, who defeated Mr. C. E. Sandstrom by 4 and 2 over 36 holes in the final played on the Tung Shan Recreation Club's course on Sunday. The match was evenly fought out, Mr. Sandstrom being two up at the fourth, but failed to retain his lead. At the 23rd both players were all square, but from then onwards Mr. Batchelor had the lead till the end.

The Capstan Cup, for the best medal score returned over 18 holes during September and October, was awarded to Mr. J. W. Platt, who returned a card of 82 less 16 handicap, nett 66.

"POACHING" FIRST CLASS CRICKETERS.

AN AUSTRALIAN PLAINT AND THE REPLY.

The spirit of cricket is hostile to bickering. We assume that the feeling which is part of the pastime permeates to the Council Chambers where Boards of Control meet and wherever committees of associations and clubs conduct their affairs.

Of late years, however, a problem has arisen that has not yet been adjusted, although a solution may be found.

I have been led, writes Mr. J. A. H. Catton in the *Evening Standard*, to these reflections by a letter which has been addressed to me by Mr. Norman Bayles, of Melbourne, who writes to me from Knightsbridge. This is what he says:—

The Letter—

"Being an Australian, and incidentally, a trustee of the Melbourne Cricket Club, I have been much struck by the absence of any reference to the practice of inviting Dominion cricketers to come to England and leave their native lands. You (I don't mean you personally) have by the Lancashire folk persuaded McDonald, the best fast bowler in the world, and A. J. Richardson to cease playing for Australia; Dacre for New Zealand; Constantine for West Indies; and Morkel for South Africa. If McDonald had been playing for Australia in the last series of Test matches, and the present one, what a difference he would have made!

"Would you be a sportsman and tell your readers what you would say if the Dominions had men with enough money to persuade, say, Larwood, Sutcliffe, and Tate to cease playing for England. It would be instructive.—Yours faithfully.

"NORMAN BAYLES."

—And the Answer.

This is an interesting and provocative letter which demands an answer.

Personally, I have no sympathy with the importation of players from any part of the Empire to play cricket in England, whether it be for a county or a club.

Mr. Bayles must ask himself how much persuasion McDonald, Richardson, and Constantine required to accept professional engagements offered to them by Lancashire League clubs.—If these men approved of transferring their talent to other circles and of enjoying a congenial occupation and a higher salary than they could earn in their own country, ought they not to have the freedom to make their choice?

If Larwood, Sutcliffe and Tate acted on the same basis and preferred to cut themselves adrift from their country and the highest class of cricket, we should conclude that they felt that a full purse must be considered as well as a loyalty which may leave the purse relatively empty. The love of money is one thing, but the means to satisfy the requirements of a man and those dependent upon him must be placed on a different 'plane. The first is an evil and the second a duty.

I neither blame the players nor the League clubs, but I wish that such practices were unknown.

There is another aspect of this question. The Lancashire county club did not bring McDonald Richardson and Constantine to England. I have reason to know that Lancashire had nothing whatever to do with the bringing of these three Dominion "dons" to England. The time came when McDonald tired of League cricket and wished for a higher flight. Then Lancashire, deprived of the services of Frank O'Keeffe by a fatal illness in London, turned to McDonald and adopted him.

That was a mistake, even though Lancashire were only following up a policy they had adopted years previously. Twelve—perhaps thirteen—of the first-class counties have undoubtedly played cricketers born either in the Dominions or some other part of the world, but this is not to say that they have all been guilty of persuasion.

Looking at the right of the player to freedom of choice of action it is difficult to suggest remedies. The members of the Australian team now in England have, I believe, signed an agreement which forbids them to accept any engagement in England for the next three years.

Self-Protection.

Australia has protected herself, and the rules of county cricket have made it both costly and difficult to qualify by residence. The Imperial Cricket Conference might take further decisive action by way of recommendation, but there is the everlasting point of jurisdiction even over county clubs.

No first-class cricketing organisation can exercise power over either leagues, or clubs. The latter are outside the pale of government except such as they themselves create. The only sanction to deter cricketing bodies to unite in an effort to make any approach to a player

(*Continued at foot of next column.*)

M.C.C. TOURISTS.

EASY WIN OVER WESTERN PROVINCE.

[THROUGH REUTER'S AGENCY.]

CAPE TOWN, November 11.

At Cape Town, the M.C.C. beat Western Province in the first serious match of the present tour by an innings and 177 runs.

Western Province had first knock but with Maurice Tate, the Sussex all-rounder, bowling in excellent form, the were all out for only 113 runs, Tate getting five wickets for 18 runs.

To this total, M.C.C. replied with 412 for 7 declared. R. E. S. Wyatt was top-scorer with 138 runs while other contributors were Hammond (100), Sandham (72) and Hendren (58 not out).

Going in for the second time Western Province only did a little better than their first effort. They made 122 with Leyland taking 3 for 4 and Peebles 4 for 31.

The scores were:—

Western Province:—

1st innings 113
Tate, 5 for 18.

2nd innings 122
Leyland, 3 for 4.
Peebles, 4 for 31.

M.C.C.:—

1st innings (for 7 wickets, declared) 412
Wyatt, 138.
Hammond, 100.
Sandham, 72.
Hendren, 50 not out.

LADIES' SINGLES CHAMPIONSHIP.

SEMI-FINAL TO-MORROW.

The semi-final of the Ladies' Singles Championship (grass court) will be played at the U.S.R.C. to-morrow. The players are:—

Mrs. Keary *v.* Mrs. Grimble at 2.30 p.m.

Miss Enid Lo *v.* Mrs. Dook at 4 p.m.

LAWN TENNIS.

BRITAIN'S RANKINGS.

[THROUGH REUTER'S AGENCY.]

LONDON, Nov. 10.

H. W. ("Bunny") Austin is ranked as Britain's No. 1 tennis player in the official lawn tennis rankings issued to-day. Although Betty Nuthall won the American Open title, she is ranked third among Britain's women players.

The first three in each group follow:—

Men.

1. H. W. Austin.
2. G. W. Lee.
3. Dr. J. C. Gregory.

Women.

1. Mrs. Holcroft Watson.
2. Miss M. E. Mudford.
3. Miss Betty Nuthall.

"TORTURE" FOR TENNIS GIRLS.

Germany's twelve best women lawn tennis players, with the exception of Fraulein Cilly Aussem, have written to the president of the German Lawn Tennis Association appealing to him to do away with the national ranking list, on the ground that:—

"(1) It is extremely injurious to German tennis;

"(2) It deprives us of pleasure in the sport;

"(3) It endangers our comradeship; and

"(4) It hampers us in developing and improving our skill, as the fear of losing against one lower in the list has instinctively become a fixed idea with most of us."

The girls say that it often happens that players, once they win a match against one higher in the list, do not play against them again. Germany should be the first to do away with an institution which is regarded as a torture by all real sportsmen and women.

The ranking list—an official estimate of merit—is published annually in all the chief lawn tennis countries. It was adopted only last year in Great Britain and stories of strategical absence from tournaments are not unknown in Berlin. But rankings, which are a spur to ambition in improving players, have beyond doubt come to stay.

visiting England with a party of tourists an offence against good manners, pure sportsmanship, and the spirit of cricket which I understand as fair play.

The poaching of a cricketer is a grave breach of good taste and should never be countenanced or condoned under any circumstances in any grade of cricket—first class

Let us place such an act in the list of things which are "not done."

NEED OF A POSTAL AEROPLANE.

GAP IN BRITISH SERVICES.

The second reading of the Air Transport (Subsidy Agreements) Bill, a measure which should do much to regularize British civil aviation by ensuring continuity of subsidy, recently served to draw attention to a very big gap in Great Britain's equipment for world air transport, and the point has been emphasized by discussions at the Imperial Press Conference. There is no machine specially designed to carry mails and freight rather than passengers, and until this deficiency is remedied Empire air-mail services can never be developed to the efficiency in speed which technical progress has made possible.

Motives of economy in working air lines have hitherto put a premium on the use of the mixed passenger and freight aeroplane, for there have not been enough mails or passengers to justify separate services, and as the cubic capacity essential for each passenger necessitates a large fuselage, speed has had to be subordinated to some extent to comfort. Consequently, with the average horse power available, the resistance set up by the machine limits the speed in ordinary commercial operation to a cruising rate of 95 to 100 m.p.h. as against a possible 120 to 130 m.p.h. with an aeroplane specially designed to carry weight in small bulk.

The Engine Problem.

There is no way out of this difficulty except by the separation of the mails and passengers. For sheer economy in operation and speed a single-engined aircraft of good form, such as the fast day bomber, is preferable; but his Majesty's mails can hardly be left to the chances of one engine, and therefore a specially designed three-engined type, able to maintain flight on any two power units, is essential. There is no technical difficulty in producing such a machine if the Air Ministry will devote some of its yearly allocation of money for experimental civil types to such a specification; but a number of practical difficulties arise in its operation. The mail carrier becomes a duplicate service dependent entirely on mail and freight for its revenue. Will the G.P.O. guarantee the operating company a full load of mail or the Air Ministry make up the difference by subsidy?

Routes for Night Flying.

Next, there must be some development of existing routes for night flying if the speed of the mail carrier is to be realized; otherwise the mails may be left at an aerodrome with, say, two more hours of daylight but not enough to make the next aerodrome before dusk. Spectacular flights, such as those of Duchess Bedford may be taken as an indication of what is possible, but not as a standard. They are special efforts undertaken at great physical strain, whereas the essence of success in an air mail is regularity in all weathers. Still there are other time gains automatically secured in a mail machine; the mails need no rest and can travel continuously, nor do they demand food and shelter. Frequent changes of pilot can make continuous flying possible, and, while in Europe close co-operation with other nations is essential to secure proper ground organization, after Egypt is reached a uniform system of night-flying equipment could be laid down under British control from there onwards through Africa and Asia.

Main Routes Prepared.

Thus, though full advantage of the mail carrier's high speed might not be possible in Europe, time could be saved on the rest of the route. It would be preferable, and in the end more economical, for the Air Ministry to devote some of its authorized subsidy to the establisment of airmail services along the trunk routes of the Empire rather than to bolstering up new and local services, which show no signs of paying. There are limitations to the uses of air transport, and it will be a mistake if Great Britain, after avoiding the error of other nations in subsidizing many small and obviously unprofitable routes, falls into the same trap for the sake of increasing its route mileage.—*The Times.*

ADVERTISEMENTS.

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admission to Course. [10084

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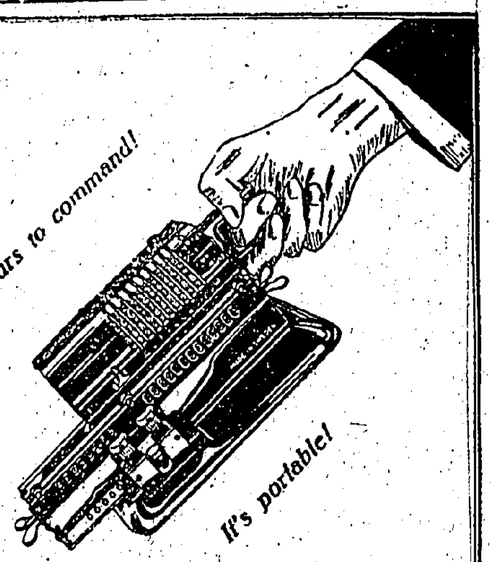

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NEW ADVERTISEMENT

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17TH DAY of NOVEMBER, 1930, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Duke Street, Kowloon, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	s.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
1	Kowloon Inland Lot No. 2429.	Adjoining Kowloon Inland Lot No. 2310, Duke Street, Kowloon.	As per sale plan.				About 8,000	56	4,000

[10103

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17TH DAY of NOVEMBER, 1930, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
20	Inland Lot No. 2096.	Between Inland Lots Nos. 2628 and 2712.	As per sale plan				About 7,500	20	14,000

[10104

G. R.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 17TH DAY of NOVEMBER, 1930, at 3 P.M., at the Offices of the Public Works Department, by Order of HIS EXCELLENCY THE GOVERNOR, of One Lot of CROWN LAND at King Kwong Street, Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square feet.	Annual Rental.	Upset Price.
			ft.	ft.	ft.	ft.		$	$
3	Inland Lot No. 3097.	East of Inland Lot No. 2712, King Kwong Street.	As per sale plan.				About 5,200	30	20,800

[10105

ADVERTISEMENTS.

IN THE SUPREME COURT OF HONG KONG.

PROBATE JURISDICTION.

IN THE GOODS OF JOHN CHARLES HILL, LATE OF THE ROYAL NAVAL DOCKYARD POLICE, IN THE COLONY OF HONG KONG, POLICE SERGEANT, DECEASED.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Probate Ordinance 1897, made an Order Limiting the Time for Creditors and Others to send in their Claims against the above Estate to the 3RD DAY OF DECEMBER, 1930.

All Creditors and Others are accordingly hereby required to send in their Claims to the Undersigned on or before That Date.

Dated the 3rd day of November, 1930.

JOHNSON, STOKES & MASTER, Solicitors for the Administrator, Prince's Building, Ice House Street, Hong Kong. [10062

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MRS. VICTOR BRUCE STILL HERE.

BAD WEATHER REPORTS FROM AMOY.

A postponement of her flight to Amoy, much to the disappointment of a number of people who journeyed to Kai Tak yesterday, had to be made by the Hon. Mrs. Victor Bruce owing to weather conditions.

The morning was a cloudy one in Hong Kong and hardly suitable from a layman's point of view for an aerial journey. Local indications supplied the index to what may be expected on the way to Amoy, as the weather reports stated that if she undertook the trip in the morning she would encounter strong head winds, fog, low-lying clouds and possibly rain.

It was hoped that better reports would be received to enable her to take off at 10 o'clock this morning.

Mr. Bruce has now quite recovered from the slight injuries received in the riding accident. She was among the large number of guests present at the Hong Kong Club yesterday during the ceremony at the Cenotaph.

"RED" FUNDS FROM HONG KONG.

COMMUNIST LEADER EXECUTED IN HOIHOW.

It is reported by the Chinese Press that the authorities in Hoihow, the principal port of Hainan Island, have detained a remittance of $4,486, destined for a "Red" organisation from Communists in Hong Kong.

Recently So Muk, a notorious Communist leader, secretly returned to Hoihow. Acting upon information that money was being remitted to him by Communists in Hong Kong, the authorities detained the money at Hoihow and eventually arrested So Huk, who was later executed.

The money was confiscated and has been devoted for reconstruction purposes. The Canton Government has been requested to notify the Hong Kong authorities on the matter.

GOVERNOR HOLDS UP "MALWA."

SIR C. CLEMENTI TWO MINUTES LATE.

A late descent from the Penang Hill, whither Sir Cecil and Lady Clementi had gone to spend the day, caused the "Malwa" to be held up for a few minutes at the Wharf says the *Pinang Gazette*. Scheduled to leave at 7.30 the gangway was ready to be hauled up by 7.25 but it was not till 7.32 that Sir Cecil and Lady Clementi, accompanied by the Hon. the Resident Councillor, arrived at the Wharf.

No sooner had the Governor and Lady Clementi embarked than the gangway was removed and the cables loosened.

Three members of the Legislative Council, who had waited on board for over an hour, were unable to say 'Good bye' and left a minute before the arrival of the Governor.

Sir Cecil and Lady Clementi were met on arrival the previous day at Penang by the Resident Councillor, the Chief Police Officer and the Harbour Master.

The Gubernatorial party subsequently proceeded to "Bel Retiro" Penang Hill. The descent was not made till 7.15 the wharf being reached a few minutes after 7.30.

Mr. Lim Cheng Ean, Dr. J. E. Smith and Mr. H. H. Abdul Cader, who went on board the "Malwa" to say good-bye, waited till 7.30, and left.

Sir Cecil and Lady Clementi are expected to be away for about six months and are due to return to the Straits on May 24,1931.

SHAH'S TREASURE SHIP.

GUARDED BY POLICE IN THE THAMES.

CREW THOUGHT SHE CARRIED DATES.

The crew of a ship which brought treasures worth over a million pounds from the Shah of Persia to London thought that the cargo consisted chiefly of dates!

Only the officers knew that there was something of real value in the strong-room beneath the bridge.

The vessel, a tramp steamer, is now lying on the mud in the Thames near Rotherhithe, with dirty barges jostling her, and the black walls of warehouses encompassing her.

She crept up the river with nothing to indicate that she was of more importance than a score of other tramps from across the seas which came up with the tide. A cargo of dates and rye lay in her holds.

But the Baharistan was met by a guard of police at the Rotherhithe Wharf, to the astonishment of the men who were waiting to berth her.

They did not know that she contained treasures which the Shah of Persia has loaned for the International Exhibition of Persian Art at the Royal Academy in January.

Behind Sealed Doors.

I was on board the Baharistan yesterday, writes a *News-Chronicle* representative, but there was no sign of the treasure. It was behind the sealed doors of the ship's strong room and the keys are kept by Captain Dodds.

You could go and make friends with Dennis, the wild pig brought over for the Zoo, who lived in a case on the poop deck and found the Bay of Biscay very trying, and you could listen to the carpenter's bul-bul singing in the cabin, but if you went for'ard to the strong room a guard of policeman barred your way.

The policeguard will be aboard until the treasure is removed tomorrow. Police will watch the unloading, and will guard the motor lorries on their way through the streets.

"We knew we were taking treasure aboard," a ship's officer said, "because of the precautions at Abadan, the Persian port. There were a number of crates covered with canvas and carrying big seals. They came by car, and were accompanied by a squad of Persian soldiers with fixed bayonets, who stood by until the strong room door was locked and sealed."

First Time in Europe.

No one knew, however, what was in the crates, and except for the officers no one knew that the tramp was carrying anything more valuable than dates.

Great secrecy was observed. A golden argosy like this tramp might have tempted some adventurers to revive the ancient piratical industry! There are marauders off the Arabian coasts who might have given the Baharistan an exciting trip.

Probably only two or three people as yet know exactly what is in the treasure crates, although the contents are known generally.

"The crates have not yet been opened," said Sir Edward Denison Ross, director of the School of Oriental Studies yesterday, "but they contain ancient sculptures, books and manuscripts that have never previously been seen in Europe. Their value cannot be estimated. They are worth untold money."

Aeroplane Foils Bandits.

The treasure was brought over the mountains from Teheran by *aeroplanes* at the command of the Shah of Persia in order to outwit the bandits who haunt those places. A forced landing would probably have meant death for the airmen, although they were armed to the teeth. The bandits had the mortification of seeing Crown jewels of Persia flying over their heads.

There are rubies and emeralds, turquoises and diamonds, silken carpets woven by the ancients of the East in gold and silver and brought from the tombs of the old Shahs. Some of these objects of Persian art, worth a king's ransom, have never been gazed on by an unbeliever . . . all resting on the Thames mud in a tramp steamer, with Dennis the hog finishing off scraps on the poop deck.

CANADIAN PACIFIC RECORDS.

NEW ERA IN STEAM PROPULSION.

The breaking of the Atlantic record, from Liverpool to Montreal by the Canadian Pacific liner Duchess of Bedford again concentrates attention on the success of these vessels, and the proof furnished by recent additions to the Canadian Pacific fleet, both cargo ships and liners, of the continued and increasing efficiency of marine steam propulsion.

In view of the latest performance by the Duchess of Bedford, it is of interest to recall a speech made by Captain James Gillies, C.B.E., prior to her maiden voyage. Capt. Gillies then said that in the Duchess vessels a degree of economy in fuel consumption not hitherto approached had been reached, which, when taken in association with the economies effected in weight, space and cost over existing types of steam machinery, fully warranted him in stating that the new era in steam propulsion had actually arrived.

The next chapter in the story of development has been provided by the Empress of Japan. The particulars of this vessel's performance on voyage from Quebec to Southampton showed an advance of some 12 per cent. on the best results achieved by the Duchess class. With such achievements to their credit, it will be appreciated how much the Canadian Pacific liners have contributed to the development of steam propulsion. What, for the present at least, will be the final chapter remains to be told when the Empress of Britain goes on service.

PASSENGERS.

Arrivals.

The following passengers arrived yesterday by s.s. Chenonceaux:—Mr. Savin D'Orfond, Mr. Newhouse, Mrs. Kunkel, Mr. Kunkel.

The following passengers arrived yesterday by s.s. D'Artagnan:—Mr. D. A. Leite Aloine, Mr. and Mrs. K. K. Lin, Mr. and Mrs. E. C. Lin, Miss Lin, Mrs. Lim A Fock, Mr. and Mrs. Lim Seng Kah, Mr. Lim Koh Sai, Mr. Lim Gek Liam, Mr. Low Peng Cer, Mr. J. J. Connel, Mr. B. C. M. Johnson, Mr. Bissell, Mr. Hand, Mr. Teiyokou, Mr. Ici Johiu, Mr. C. T. Lynch, Mr. E. G. Lee, Mr. B. F. Dyke, Mr. and Mrs. L. Pratt, Mr. P. W. Parker.

Departures.

The following passengers left yesterday by s.s. D'Artagnan:—Miss Olivero, Mr. Pirard, Mr. P. R. Pedersen, Mrs. Lam, Mr. E. J. Bucknall.

The following passengers left yesterday by s.s. Chenonceaux:—Mr. and Mrs. W. A. Peterson, Miss H. Borland, Miss B. Borland, Mrs. R. L. Morgan, Miss A. W. Sawyer, Mr. H. F. Plimpton, Mr. A. Honigbaum, Mr. H. Postel, Mr. G. Abily, Miss P. Barker, Mrs. H. Bonsall, Mr. Max. G. Mueller, Dr. Ahlgrimm, Mr. E. M. E. Mazière, Mr. P. Auge (Consul), Mrs. A. Auge, Mr. H. Goncalves, Mr. J. J. de Cesar, Mr. E. Scoul, Mr. P. Batard, Mr. H. Caudour, Mr. C. Defor, Mr. F. Le Mouland, Mr. M. Caeyman, Mr. H. Bivic.

The following passengers left yesterday by s.s. President Madison:—Mr. Viconte Arias, Jun., Mrs. Robert Dollar, Sister Mary Ursula Kenkel, Mr. Trinio Montinala, Mr. Gregorio Montinala, Mr. Colixto Montinala, Miss Jessie Proudfoot, Mrs. O. G. Steen, Mr and Mrs. R. B. Santos, Mr. J. M. Thrussell, Mr. S. F. Sjorberg, Mr N. B. Sjogren, Mr. C. E. Gunter, Mr. Eugene Kuhns, Miss Dorothy Schaap, Mr. S. Satch, Dr. A. R. Kepler, Mr. and Mrs. A. L. Warnshuis, Mr. W. J. Fronk, Mrs. O. Osborne, Mrs. E. D. Zalesky, Mr. A. Massaura, Mr. T. R. Scanlon, Mr. K. Uchida, Mr. Shimbori, Mr. T. Furuta, Mr. R. Okada, Mrs. G. A. Harriman.

The following passengers left this morning by R.M.S. Empress of Russia:—Mr. L. Achito, Baron van Hemert, Mr. A. Brostedt, Mr. and Mrs. J. W. Barrow, Master Barrow, Miss Barrow, Mr. C. G. Burnie, Mr. H. Beyer, Mr. Q. T. Chen, Mr. D. J. Evans, Mr. Hitoshi Homura, Dr. and Mrs. H. Hover, Mr. and Mrs. F. J. Hooklam, Miss Hooklam, Mr. and Mrs. A. W. Hughes, Mrs. Harriman, Mr. A. Jacobsen, Mrs. A. Kerr, Master S. Kerr, Mr. J. J. Paton, Mr. A. E. Phillips, Mr. R. S. Piercy, Sir Elly Kadoorie, Rev. and Mrs. A. Sills, Mr. J. E. Salmon, Mr. P. H. Suckling, Miss V. Sytoff, Rev. H. R. Williamson, Mr. R. W. Wilson, Mr. and Mrs. S. M. Meyer.

SAILINGS

Weekly Trans-Pacific Service

To San Francisco and Los Angeles — *The Sunshine Belt via Honolulu* — Fortnightly sailings on Tuesdays

Pres. Pierce ...Tues., Nov. 18, 7 a.m.
Pres. Taft .....Tues., Dec. 2
Pres. Jefferson ..Tues., Dec. 16

To Seattle and Victoria — *The Short, Straight Route to America* — Fortnightly sailings on Tuesdays

Pres. Jackson ....Tues., Nov. 25
Pres. McKinley ...Tues., Dec. 9

£120, £112 Special through rates to Europe via United States. Direct connections with all Atlantic lines. Choice of rail lines, across United States and Canada, liberal stop-over privileges for sight-seeing.

Europe and New York Direct

ROUND THE WORLD

Fortnightly sailings on Sunday via Manila, Straits, Colombo, Suez Canal, Alexandria Naples, Genoa, Marseilles, New York and Boston.

Pres. Van Buren..Sun., Nov. 16, 8 a.m.
Pres. Garfield ...Sun., Nov. 30, 8 a.m.
Pres. Polk.....Sun., Dec. 14, 8 a.m.
Pres. Adams ...Sun., Dec. 28, 8 a.m.

To Manila

Pres. Jackson ...Nov. 18, 6 p.m.
Pres. Taft .....Nov. 22, 6 p.m.
Pres. McKinley ...Dec. 2, 6 p.m.
Pres. Jefferson ... Dec. 6, 6 p.m.

CANTON BRANCH:—4, SHA KEE STREET.

DOLLAR STEAMSHIP LINES AMERICAN MAIL LINE

PROVEN AN ECONOMICAL ROUTE

INCREASED volume of tonnage tells its own story of the economy and efficiency of any trade route. Tonnage through the Port of Vancouver is steadily increasing. Last year 9,559,089 tons of cargo passed through the Port of Vancouver. In certain commodities tonnage has increased 100% in the past six years.

Vancouver is the nearest to you of any developed seaport on the Pacific Coast. It has twenty-seven miles of land-locked all-year harbour and thirteen miles of developed water-frontage. Port authorities lend every co-operation in the quick discharge of cargoes and two great transcontinental railways carry your shipments quickly and efficiently to Canadian and American markets. Ship over this quicker, more economical and more efficient route.

PORT OF **VANCOUVER**

VANCOUVER HARBOUR COMMISSIONERS

Vancouver, British Columbia Canada

284

HONGAY SMOKELESS EGGS COAL

FOR

HOUSEHOLD USE.

KEEP THE HOUSE CLEAN AND NEAT!

NOTE CHEAP PRICES:—

In lots of not less than half-ton; delivered to:—

	Per Ton.
Peak District (above Bowen Road) ...	$23.00
Bowen Road and Lower Levels	$21.00
Pokfulum Road	$23.00
Kowloon	$19.00

Orders should be sent in writing, not by Telephone, at least 24 hours before the coal is required, and orders must be accompanied by cash, cheque, or compradore order payable to SZE WAI & CO.

Please apply for prices of other descriptions of coal for bunker, factory, and other purposes.

TELEPHONE No. 25009.

SZE WAI & CO.

13, BONHAM STRAND WEST, HONG KONG.

BRANCH—SZE WAI & CO., LOK YU SUM ROAD, CANTON. (PHONE No. 13850.)

Money and Markets

SAIGON RICE MARKET.

MAIL QUOTATION AND REVIEW.

The Export & Import Co., Ltd., of Cochin-China have kindly forwarded the following review of Saigon rice market and the October-November shipment quotations:—

Since the issue of our last report on September 30 this market has further declined, but even at the reduced limits hardly any business of importance has been registered, because in spite of the drop in local values, we are still much above prices ruling in Burma and as a consequence whatever demand there was for Rice was filled by Rangoon shippers.

Our total exports to date amount to about 936,000 tons or about 170,000 tons less than in the corresponding period in 1929 and in view of the poor demand for rice in the world markets we are likely to have a carry-over of at least 100/150,000 tons into the new season.

Our new crop prospects are excellent and the "early" paddy should be coming on the market within the next 3/4 weeks and the probabilities are that there will be a further weakening in local prices.

New Crops.—The new Japanese rice crop according to the first official forecast will amount to about 60,865,000 "Koku" or about 7,310,000 "Koku" more than in 1929.

The new Korean crop is expected to yield about 10,200,000 "Koku" or about 5,595,000 "Koku" more than in the previous season, so that between Japan Proper and Korea there will be about 12,905,000 "Koku" more than in the last season. As a "Koku" is equal to about 334 lbs or say roughly 3 cwt. we get to the astounding fact that those two countries will be having about 1,935,000 tons more of rice than last year and if to those figures we were to add Formosa's increase of about 88,000 tons, the Japanese Empire will have a little over 2 million tons in excess of the quantity produced in 1929!

We quote to-day as follows for shipment during October-November.

No.	Rice.	
1	Pychow Long 25 per cent. brokens	86.60
1	Saigon Long 25 per cent. brokens	6.50
1	Saigon Round 25 per cent. brokens	6.50
1	Ordinary European Qual. 25 per cent.	6.50
2	Japan quality 40 per cent. brokens	6.30
2	Java quality 50 per cent. brokens	6.00
1	and 2 Saigon broken mixed	5.20
3	Saigon broken rice	—

Saigon cy, F.O.B. per picul of 134 lbs. gross including export duty.

Paddy:—Baclieu best long, Long ordinary, Gocong best round, Round ordinary, Cochinchina low grade, Cambodgian white (long) and Cambodgian red (lowest grade): Nominal.

Saigon cy, F.O.B. per picul of 150 lbs. gross including export duty packed in second-hand bgs.

GOLD SHIPMENT TO AMERICA.

TO STRENGTHEN THE PESO.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 11.

Five million dollars worth of gold has arrived here from the Argentina.

Financial circles are of the opinion that this shipment along with others to be arranged with the Argentina will be an important factor in strengthening the peso.

BANK SUSPENDS PAYMENT.

AMERICAN COMPANY IN DIFFICULTIES.

[THROUGH REUTER'S AGENCY.]

PARIS, Nov. 11.

The Munro Bank has suspended payment.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, Nov. 11.

The receiver in equity has been appointed for the John Munro Co., New York, with French branches. The firm, listed abroad, is proximately G.$6,000,000, with assets at G.$7,000,000.

CANTON TRADE NOTES.

The cotton yarn market is moderate and prices remain normal. According to a Shanghai telegram, the market there is dull.

* * *

Due to favourable weather conditions, there have been abundant sugar cane crops in the East River area and sugar refineries have been busy.

* * *

There has been a fine demand for artificial silk by weaving factories. It is estimated that thousands of pounds of artificial silk are imported from Hong Kong daily.

* * *

Demand for both Chinese and foreign sugar has been disappointing during the past few days, and owing to abundant supplies, the prices have fallen off. There are no prospects of a revival in the near future.

* * *

Cocks' and ducks' feathers form one of the principal exports to foreign countries, but demand by foreign merchants is limited this year. Cocks' feathers of superior quality fetch 880 per picul, medium grade $60 and inferior grade 820.

* * *

The quantity of raw silk exported abroad from the city during last month was 4,120 bales each bale containing 80 catties. This is an increase of 1,186 bales over the preceding month. Of this amount, 2,649 bales were shipped to the United States, 853 to France and 588 to England.

* * *

Some 120,915 rolls of foreign piece goods and 110,824 yards of woollens were imported into the city during last month, being the largest quantities this year, and showing an increase of 14,646 rolls of piece goods and 46,561 yards of woollens over the corresponding period last year.

RUBBER TREES BEING FELLED.

RESULT OF LOW PRICES.

[THROUGH REUTER'S AGENCY.]

BATAVIA, Nov. 11.

Owing to the present low prices of rubber the native producers on the west coast of Sumatra have started felling rubber trees and are preparing the ground for the cultivation of rice.

SILK FILATURES SUSPEND WORK.

50,000 PEOPLE IDLE.

(Wah Tsz Yat Pao.)

SHANGHAI, Nov. 11.

Over 50,000 workers have been thrown out of work in consequence of the suspension of work by the silk filatures here.

Proprietors of the filatures held a meeting to-day in order to the discuss relief measures.

EXCHANGE.

CLOSING QUOTATIONS.

November 10, 1930

ON LONDON:—	
Telegraphic Transfer...	1/3 7/16
Bank Bills, on demand	1/3 7/16
Bank Bills, 4 months' sight	1/3 9/16
Credits, 4 months' sight	1/4⅛
Documents, 4 months' sight	1/4⅛
ON PARIS:—	
Bank Bills, on demand	705
Credits, 4 months' sight	835
ON NEW YORK:—	
Bank Bills, on demand	31⅛
Credits, 60 days' sight.	31⅛
ON BOMBAY:—	
Telegraphic Transfer Bank, on demand	80½
ON CALCUTTA:—	
Telegraphic Transfer Bank, on demand	80½
ON SHANGHAI:— Bank, at sight	Tls. 80½ / $0⅝ dis.
ON YOKOHAMA:— On demand	62⅞
ON MANILA.—On demand...	63
ON SINGAPORE:— On demand	55⅝
ON BATAVIA:—On demand..	77⅛
ON HAIPHONG:— On demand	80⅛
ON SAIGON:—On demand...	80⅛
ON BANGKOK:— On demand	140
SOVEREIGNS, Bank's Buying Rate	17
BAR SILVER, per oz.	16 11/16

LABOUR PARTY'S FINANCES.

£25,300 IN FEES FROM 90 TRADE UNIONS.

MEMBERSHIP ONLY HALF THAT OF 1920.

Membership of the Labour Party at the end of 1929 (according to the report of the National Executive submitted to the Llandudno Conference was 2,089,212, to which ninety trade unions contributed 2,025,543. The highest level of membership ever reached was 4,358,807 in 1920.

An income of £28,955 was received last year from affiliation fees, the total from the trade unions being £25,500.

The Executive reports that expenditure exceeded normal income by an amount nearly equal to that lost in affiliation fees under the Trade Disputes Act, but the deficit was met by transfers from the funds brought into being for the double purpose of fighting the General Election and enabling the Party to meet the financial crisis caused by the change in the law

"Our organised forces," the report states "still withstand the attacks of our opponents. Our influence in the local life of the country steadily increases as our municipal groups come to power on the various local authorities.

"Notwithstanding its minority position in the House of Commons, and the slenderness of its valiant group in the House of Lords, the Labour Government holds on its way, for 'threatened men live long,' and it needs only the support of our great united Labour movement to enable it to achieve still greater things. Internationally, there are few more powerful influences for world peace than our Labour Government, whose magnificent successes amplify and help to fulfil the work of our representatives on the Labour and Socialist International."

Mass Unemployment.

The report declares that the Conference will meet in a period of unexampled economic unsettlement throughout the world. "Mass unemployment exists in Britain, in America, on the Continent, in the Dominions, and the distant Orient – no matter whether their trading system be protected or free. All stand as grim witnesses to the folly and falsity of capitalist economics, both ancient and modern. The power wielded over their fellows by the owners of land and industrial capital, of finance and credit has never been greater than in these days of concentrated industry; yet, step by step, with its continued development has steadily marched the ever-increasing numbers of the unemployed. Idle hands, idle machines, idle labour-power, in face of world-wide need, stand in their questioning array, awaiting the national and international wills of the masses to command their co-operative use for the common good.

"The powers of modern wealth production have outstripped all known history; the more sordid aspects of its consequent poverty are mitigated to a greater degree than ever we have known; yet the problem of wealth distribution remains unsolved and challenging, awaiting the will of the multitude to realise their common powers, to exercise their common rights, to face their common responsibilities."

Revolutionaries Not Admitted.

The Executive gives a list of organisations that are not eligible for affiliation to the Labour Party. They are: The League Against Imperialism, Left Wing Movement. Minority Movement, Workers' International Relief, National Unemployed Workers' Committee Movement, Friends of Soviet Russia, and International Class War Prisoners' Aid. Members of these *organisations are also ineligible as* individual members of the Labour Party, as delegates to conferences, and as candidates of the Party for Parliamentary or local Government elections.

On the question of family allowances, the Executive submits the majority and minority reports of the joint committee of the Labour Party and the T.U.C. The T.U.C. adopted the minority report, which favours a development of social services instead of payment of cash allowances to mothers. The Labour Party Executive, while of opinion that the development of social services is of the highest importance, considers there should be further examination of the problem of family allowances.

DAILY SHARE QUOTATIONS

HONG KONG STOCK EXCHANGE. SHAREBROKERS' ASSOCIATION.

Buyers	Sellers	Sales	Nominal	MONDAY, NOV. 10.	Buyers	Sellers	Sales	Nominal
				Banks				
$1,570	...	...	...	H.K. Banks	$1,575	...	...	...
...	...	...	£110	Do. (London)	...	...	...	...
...	...	...	£18	Chartered Banks	...	...	...	£17
...	...	...	£28½	Mercantile Bks. "A"	...	...	...	£28
...	...	...	£12½	Do. "C"	...	...	...	£12½
...	...	...	$113	Bank of East Asia	$115	...	...	...
				Insurances				
$1,100	...	...	...	Canton Insurance	$1,090	...	...	...
$2.80	...	...	...	Underwriters	$2.80	...	...	...
T.160	...	...	...	North Chinas	...	...	...	T160
$472	...	$475	...	Union Insurance	$470	...	...	...
...	...	...	M.$50	Yangtsze Insurance	...	...	...	$90
$400	...	...	...	China Fires	...	...	...	$400
...	...	...	$1,100	H.K. Fires	$1,090	...	...	...
				Shipping				
...	$27	...	...	Douglases	...	...	...	$26
$29	...	...	...	Steamboats	$29½	...	...	...
...	...	...	$40	Indos (pref.)	...	...	...	$43
...	...	...	$30	Do. (def.)	...	...	...	$23
...	...	...	83/-	Shell Transports	...	...	...	83/9
$34	...	...	...	Water-boats	$33	...	...	...
				Mining				
...	...	...	$8.70	Benquets	...	...	...	...
...	...	...	35/9	Kailans	...	...	...	37/-
...	...	...	...	Langkats (comb.)	...	...	...	T14.40
...	...	...	T.8½	Do. (single)	...	...	...	$7.40
T.1	...	...	...	Explorations	...	...	...	T.1
T.6½	...	...	...	Shanghai Loans	...	...	...	T.6
$25½	...	...	...	Raubs	$24	...	...	...
...	...	...	...	Tronoh Mines	...	...	...	14/-
				Docks, Wharves, Godowns, etc.				
$172½	...	...	...	H.K. & K. Wharfs	$170	...	...	...
$5.40	...	$5.45	...	Providents (old)	$5.45	...	$5.45	...
$2.60	...	...	...	Do. (new)	$2.60	...	...	...
...	...	...	$32	H.K. Docks	$30	...	...	...
T.120	...	...	...	Shanghai Docks	...	...	...	T.123
...	...	...	T7.30	New Engineerings	...	...	...	T.7½
T.285	...	...	...	Hongkews	...	...	...	...
				Lands, Hotels, and Buildings				
$11.60	$11.85	...	...	H.K. & S. Hotels	...	...	...	$11.80
$81	$82	$81½	...	H.K. Lands (old)	$81½	...	...	...
...	$80½	...	...	Do. (new)	$80	...	...	...
...	...	...	$194	Do. (rights)	...	...	...	...
...	...	...	T.316	Shanghai Lands	...	...	...	...
$9.40	...	$9.40	...	H.K. Realtys	$9.30	...	...	...
...	...	...	$16	Humphreys	$16	...	...	...
...	...	...	$87	Chinese Estates	...	...	...	...
				Cotton Mills				
...	T.12½	...	...	Ewos	...	T.12	...	...
...	...	...	T.82	S'hai. Cottons	...	...	...	T.82
...	...	...	T.9½	Zoong Sings	...	...	...	T.9½
				Public Utilities				
...	$18.40	...	...	Tramways	...	$18½	...	...
...	...	...	$14	Peak Trams (old)	$14	...	...	...
...	...	...	$6½	Do. (new)	$7	...	...	...
$87½	$88	$87½	...	Star Ferries	$86½	...	$87	...
$26.65	...	...	...	C. Lights (old)	...	$26.70	$26½	...
$25½	...	...	...	Do. (new)	...	...	...	$26.10
...	...	$80½	...	H.K. Electrics	...	...	...	$82
...	...	...	$23	Macao do.	...	...	...	...
...	...	...	...	Sandakan Lights	...	...	...	...
$11½	...	...	$35½	Telephones (fully pd.)	...	...	...	...
...	...	...	...	Do. (part pd.)	$22	...	...	...
$92.15	...	...	...	China Buses	...	...	...	...
...	...	...	T.18½	Tractions	7/6	...	...	...
7/9	...	...	...	Do. (pref.)	...	...	...	...
...	...	...	19/-					
				Industrials				
...	...	...	T.10½	Caldbeck, (ord.)	...	...	...	...
...	...	...	T10.40	Macgregors (pref.)	...	...	...	...
...	$2½	...	...	Canton fees	...	$2.75	...	...
$18.40	$18.60	$18.35	...	Cements (comb.)	$18.35	$18.50	...	...
$12½	...	...	...	Do (old)	...	...	...	$13
...	...	...	$6.20	Do. (new)	...	...	...	$4½
...	$11.10	...	...	Ropes	...	...	...	$10.90
$0.70	...	...	...	China Sugars	...	...	...	...
...	...	...	$27	Malabon Sugars	...	...	...	$29
...	...	...	$5	United Asbestos	...	...	...	...
				Miscellaneous				
$27½	...	...	...	Dairy Farms, com. r.	$27½	...	...	...
$25½	...	...	...	Do., ex rights	...	...	...	...
$8½	...	...	...	Do., rights	$8	...	...	...
...	...	...	$1	Der A. Wings	...	...	...	...
...	...	...	$23	Amusements	...	...	...	$22
$10½	...	...	...	Chin. Entertainm'ts.	$11	...	...	...
$3½	...	...	...	Constructions	...	$4	...	...
$3½	...	...	...	Lane Crawfords	$3½	...	...	...
...	...	...	$18	Mackintoshs	...	...	...	...
...	...	...	...	Nanyang Tobacco	$3	...	...	...
...	...	...	$11.60	Sinceres	$11.70	$12	...	...
$12.40	...	...	...	Watsons	...	...	...	$12
...	...	...	$2.85	Wm. Powells	...	...	...	$2½
65⅞/.	...	...	...	B. Ind. G.$ Bonds	65⅞	...	...	...
5½%	prem.	...	...	H.K. Govt Loans	$104½	...	...	...

LOCAL AND REGULAR OUTWARD MAILS.

FOR	WEEK DAYS. From G.P.O.	WEEK DAYS. From Shekungwan Branch P.O.	SUNDAYS & HOLIDAYS From G.P.O.	SUNDAYS & HOLIDAYS From Shekungwa Branch P.O.
Canton	7.15 a.m. & 6.00 p.m.	7.30 a.m. 7.00 p.m.	7.15 a.m. & 5.00 p.m. Sundays 5 p.m. only	7.30 a.m. & 7.00 p.m. Sundays 7.00 p.m. only
Macao & Tsinshan	7.15 a.m. & 1.15 p.m.	7.30 a.m. 1.30 p.m.	7.15 a.m. & 1.15 p.m. Sundays 8.15 a.m. only	7.30 a.m. & 1.30 p.m. Sundays 8.30 a.m. only
Kongmoon (except Saturdays)	5.00 p.m.	6.00 p.m.	5.00 p.m.	6.00 p.m.
Kaukong (except Saturdays)		6.00 p.m.		6.00 p.m.
Fatshan (By Train)	7.15 a.m.		7.15 a.m.	
Tai O	9.00 a.m.		9.00 a.m.	
Tai Po	9.00 a.m. & 3.00 p.m.		9.00 a.m.	
Shumchun	9.00 a.m. & 3.00 p.m.		11.0 a.m.	
Cheungchow	12.30 p.m. & 4.30 p.m. Saturdays 1.00 p.m. & 4.30 p.m.		11.00 a.m. & 4.30 p.m.	
Aberdeen	8.30 a.m.		8.30 a.m.	
Stanley	1.00 p.m.		1.00 p.m.	
Autau, Pingshan, Santin, Shatin, Shatsukok and Sheungshui	3.00 p.m.		10.30 a.m.	
Saikung	4.30 p.m.		4.30 p.m.	
(Fumun)		7.00 p.m.		7.00 p.m.

FOREIGN MAILS

NEW YEAR PARCEL MAIL FOR GREAT BRITAIN.

The New Year Parcel Mail for Great Britain will be closed in the General Post Office at 5 p.m. on the 21st November per s.s. *Karmala*.

This mail is due in London on the 27th December.

CHRISTMAS LETTER MAIL FOR GREAT BRITAIN VIA MARSEILLES.

The Christmas Letter Mail for Great Britain via Marseilles will be closed in the General Post Office on the 22nd November per s.s. *Karmala* as follows:—

Registered Mail.....9.45 a.m., 22nd November
Ordinary Mail .....10.30 a.m., 22nd November.

This mail is due in London on the 23rd December.

The public are reminded that dutiable articles sent by letter post to the United Kingdom are liable to confiscation by the Customs there.

Christmas cards bearing not more than five written words may be forwarded as Printed Paper provided that the enclosing cover is left open.

RADIO NOTICE.

Individuals and firms are recommended to register their telegraphic address at the Radio Office. No charge is made for this.

INWARD MAILS.

From	Per	Due
Shanghai and Swatow	*Sinkiang*	12th Nov.
Java	*Tjibesar*	12th Nov.
Java	*Buitenzorg*	12th Nov.
Straits	*Van Heutsz*	12th Nov.
Japan	*Talamba*	13th Nov.
Europe via Negapatan (Letters and Papers, London, 16th October)	*Haruna Maru*	14th Nov.
Japan and Shanghai	*Fushimi Maru*	14th Nov.
Australia and Manila	*Taiping*	14th Nov.
Japan and Amoy	*Tjiluwong*	15th Nov.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 17th October)	*Pres. Van Buren*	15th Nov.
Japan	*Bokuyo Maru*	14th Nov.
Japan	*Kitano Maru*	17th Nov.
Japan	*Wakasa Maru*	17th Nov.
U.S.A., Honolulu, Japan and Shanghai (San Francisco, 24th October)	*Pres. Jackson*	17th Nov.
Australia and Manila	*Atsuta Maru*	18th Nov.
Canada, U.S.A., Honolulu, Japan and Shanghai (Vancouver, B.C., 30th Oct.)	*Emp. of Japan*	19th Nov.

OUTWARD MAILS.

REGISTERED and PARCEL MAILS are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

For	Per	Date and Time
		Wednesday, 12th,
Hoihow, Pakhoi and Haiphong	*Limchow*	8.30 A M
Straits	*Kidderpore*	10.30 A M
Amoy	*Tjisondari*	10.30 A M
Haiphong	*Canton*	2.30 P M
Swatow	*Van Heutsz*	3.30 P M
Amoy	*Tsinan*	3.30 P M
		Thursday, 13th,
Hoihow, Pakhoi and Haiphong	*Menado Maru*	8.30 A M
Swatow	*Hydrangea*	3.00 P M
		Friday, 14th,
Straits and Calcutta	*Hosang*	Parcels Noon, Letters 1.00 P M
Swatow, Amoy and Foochow	*Haichong*	1.00 P M
Foochow	*Chinhwa*	3.30 P M
Shanghai, Japan and *EUROPE via Siberia	*Haruna Maru*	3.30 P M
Straits, Ceylon, India, Mauritius, *East and *South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 14th December	*Fushimi Maru*	Kowloon P. O. Reg. 4.30 P M, Let., 15th, 9.00 A M, G.P.O. Reg. 8.45 A M, Letters 9.30 A M
		Saturday, 15th,
Sandakan	*Hinsang*	10.30 A M
Foochow via Swatow	*Yusang*	5.00 P M
		Sunday, 16th,
Hoihow and Bangkok	*Kiungchow*	9.00 A M
Swatow, Amoy and Formosa	*Hozan Maru*	9.00 A M
		Tuesday, 18th,
Manila, Australia, and New Zealand via Thursday Island — due Thursday Island, 1st December	*Kitano Maru*	Reg. 8.45 A M, Letters 9.30 A M
Swatow, Amoy and Foochow	*Haiyang*	1.00 P M
Straits, East Africa via Mombasa and South Africa via Lourenco Marques and *South American Ports	*Wakasa Maru*	1.30 P M
		Wednesday, 19th,
Japan	*Atsuta Maru*	9.30 A M
Manila	*Emp. of Japan*	3.30 P M
		Thursday, 20th,
Manila, Australia, and New Zealand via Thursday Island—due Thursday Island, 2nd December	*Taiping*	Parcels 5.00 P M, Reg., 21st, 9.45 A M, Letters 10.30 A M
		Friday, 21st,
Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and EUROPE via Marseilles—due Marseilles, 20th December	*Karmala*	Kowloon P. O. Parcels 4.30 P M, Reg., 22nd, 9.00 A M, Letters 10.00 A M, G.P.O. Par., 21st, 5.00 P M, Reg., 22nd, 9.45 A M, Letters 10.30 A M

*Superscribed correspondence only.

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FOR SIX MONTHS

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ADVERTISED SAILINGS FROM HONG KONG.

ALEXANDRIA.

Pres. Van Buren, Dollar, Nov. 16.
Pres. Garfield, Dollar, Nov. 30.
Pres. Polk, Dollar, Dec. 14.

AMOY.

Takada, B.I., Nov. 12.
Tainan, B. & S., Nov. 12.
Tjisondari, J.C.J.L., Nov. 13.
Chengtu, B. & S., Nov. 14.
Haiching, Douglas, Nov. 14.
Kwangtung, B. & S., Nov. 16.
Anking, B. & S., Nov. 17.
Haiyang, Douglas, Nov. 18.
Tjimanoek, J.C.J.L., Nov. 22
Antung, B. & S., Nov. 24.
Suisang, Jardine's Nov. 26.
Sirdhana, B.I., Nov. 27.
Namsang, Jardine's, Dec. 7.

ANTWERP.

Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Karmala, P. & O., Nov. 22.
Danmark, Manners, Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Canton, Gilman's, Dec. 1.
Vogtland, Jebsen, Dec. 20.

AUSTRALIAN PORTS.

Kitano Maru, N.Y.K., Nov. 18.
Taiping, B. & S., Nov. 21.
Tanda, E. & A., Dec. 5.

BALTIC PORTS.

Danmark, Manners, Nov. 27.

BALTIMORE.

Menestheus, B.F., Dec. 10.
Tweedbank, Bank, Dec. 12.

BANGKOK.

Kaying, B. & S., Nov. 16.
Kwangchow, B. & S., Nov. 23.

BARCELONA.

Nagpore, P. & O., Nov. 15.

BELAWAN-DELI.

Van Heutsz, J.C.J.L., Nov. 20.

BOMBAY

Iyo Maru, N.Y.K., Nov. 12.
Kidderpore, P. & O., Nov. 12.
Cracovia, Dodwell's, Nov. 20.
Calcutta Maru, N.Y.K., Nov. 27.
Rawalpindi, P. & O., Dec. 6.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.

BOSTON.

Pres. Van Buren, Dollar, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Asuka Maru, N.Y.K., Nov. 24.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2.
Menestheus, B.F., Dec. 10.
Tweedbank, Bank, Dec. 12.
Pres. Polk, Dollar, Dec. 14.
Chinese Prince, Furness, Dec. 16.

BREMEN.

Coblenz, Melchers, Nov. 15.
Alster, Melchers, Nov. 29.
Fulda, Melchers, Dec. 13.

BRINDISI.

Cracovia, Dodwell's, Nov. 20.
Col. di Lana, Dodwell's, Dec. 9.

CALCUTTA.

Bengal Maru, N.Y.K., Nov. 15.
Hosang, Jardine's, Nov. 15.
Talamba, B.I., Nov. 15.
Talma, B.I., Nov. 27.
Penang Maru, N.Y.K., Nov. 29.
Takada, B.I., Dec. 4.
Hakadate Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Sirdhana, B.I., Dec. 15.
Yuensang, Jardine's, Dec. 15.

CASABLANCA.

Diomed, B.F., Dec. 9.

CEBU.

Menestheus, B.F., Dec. 10.

CHEFOO.

Kueichow, B. & S., Nov. 21.
Huichow, B. & S., Dec. 2.

COLOMBO.

Iyo Maru, N.Y.K., Nov. 12.
Kidderpore, P. & O., Nov. 12.
Glenluce, Jardine's, Nov. 13.
Toyooka Maru, N.Y.K., Nov. 13.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Cracovia, Dodwell's, Nov. 20.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 23.
Hector, B.F., Nov. 26.
Calcutta Maru, N.Y.K., Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.
Pres. Polk, Dollar, Dec. 14.

COPENHAGEN.

Danmark, Manners, Nov. 27.

DALNY.

Chinhua, B. & S., Nov. 14.
Kanchow, B. & S., Nov. 15.
Aeneas, B.F., Nov. 17.
Luchow, B. & S., Nov. 17.
Sarpedon, B.F., Dec. 9.

DUTCH PORTS.

Glenluce, Jardine's, Nov. 13.
Coblenz, Melchers, Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Teiresias, B.F., Nov. 15.
Karmala, P. & O., Nov. 22.
Oldenburg, Jebsen, Nov. 25.
Hector, B.F., Nov. 26.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29
Hakozaki Maru, N.Y.K., Nov. 29.
Canton, Gilman's, Dec. 1.
Anchises, B.F., Dec. 2.
City of Roubaix, Bank, Dec. 5
Burgenland, Jebsen, Dec. 6.
Diomed, B.F., Dec. 9.
Agamemnon, B.F., Dec. 13.
Fulda, Melchers, Dec. 13.
Vogtland, Jebsen, Dec. 20.

FOOCHOW.

Chinhun, B. & S., Nov. 14.
Haiching, Douglas, Nov. 14.
Yusang, Jardine's, Nov. 16.
Haiyang, Douglas, Nov. 18.
Kueichow, B. & S., Nov. 21.
Chipshing, Jardine's, Nov. 23.
Cheongshing, Jardine's, Nov. 28.
Huichow, B. & S., Dec. 2.

GENOA.

Toyooka Maru, N.Y.K., Nov. 13.
Coblenz, Melchers, Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Cracovia, Dodwell's, Nov. 20.
Tantalus, B.F., Nov. 20.
Oldenburg, Jebsen, Nov. 25.
Pres. Garfield, Dollar, Nov. 30.
Burgenland, Jebsen, Dec. 6.
Col. di Lana, Dodwell's, Dec. 9.
Dakar Maru, N.Y.K., Dec. 12.
Fulda, Melchers, Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Vogtland, Jebsen, Dec. 20.

GLASGOW.

Tantalus, B.F., Nov. 20.
Hector, B.F., Nov. 26.
Demodocus, B.F., Dec. 4.

HAIPHONG AND HOIHOW.

Nanchang, B. & S., Nov. 11.

HAMBURG.

Glenluce, Jardine's, Nov. 13.
Coblenz, Melchers, Nov. 15.
Nagpore, P. & O., Nov. 15.
Teiresias, B.F., Nov. 15.
Karmala, P. & O., Nov. 22.
Oldenburg, Jebsen, Nov. 25.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29.
Canton, Gilman's, Dec. 1.
Anchises, B.F., Dec. 2.
City of Roubaix, Bank, Dec. 5.
Burgenland, Jebsen, Dec. 6.
Diomed, B.F., Dec. 9.
Agamemnon, B.F., Dec. 13.
Fulda, Melchers, Dec. 13.
Vogtland, Jebsen, Dec. 20.

HAVRE.

Tantalus, B.F., Nov. 20.
Demodocus, B.F., Dec. 4.

HONOLULU.

Asama Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Chichibu Maru, N.Y.K., Dec. 11.

ILOILO.

Menestheus, B.F., Dec. 10.

JAPAN PORTS

Takada, B.I., Nov. 12.
Haruna Maru, N.Y.K., Nov. 14.
City of Shanghai, Bank, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Atsuta Maru, N.Y.K., Nov. 19.
Kumsang, Jardine's, Nov. 19.
Malacca Maru, N.Y.K., Nov. 19.
Nagara, Gilman's, Nov. 19.
Asama Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Tokushima Maru, N.Y.K., Nov. 20
Glenogle, Jardine's, Nov. 21.
Jeypore, P. & O., Nov. 22.
Kalyan, P. & O., Nov. 22.
Antilochus, B.F., Nov. 24.
Angers, M.M., Nov. 25.
Asuka Maru, N.Y.K., Nov. 25.
Durban Maru, N.Y.K., Nov. 25.
Suisang, Jardine's Nov. 26.
Vogtland, Jebsen, Nov. 26.
Emp. of Japan, C.P.S., Nov. 27.
Protesilaus, B.F., Nov. 27.
Sirdhana, B.I., Nov. 27.
Muroran Maru, N.Y.K., Nov. 28.
Mentor, B.F., Nov. 29.
Mosel, Melchers, Nov. 29.
Moncalieri, Dodwell's, Nov. 30.
Tango Maru, N.Y.K., Nov. 30.
Hikawa Maru, N.Y.K., Dec. 3.
Gange, Dodwell's, Dec. 4.
Ranchi, P. & O., Dec. 5.
Bochum, Jebsen, Dec. 6.
Namsang, Jardine's, Dec. 7.
Philoctetes, B.F., Dec. 7.
Glenshane, Jardine's, Dec. 8.
Sphinx, M.M., Dec. 9.
Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Perim, P. & O., Dec. 16.

JAVA PORTS.

Tjikembang, J.C.J.L., Nov. 18.
Tjisondari, J.C.J.L., Nov. 25.
Tjisalak, J.C.J.L., Dec. 2.
Tjikarang, J.C.J.L., Dec. 9.

LIVERPOOL.

Toyooka Maru, N.Y.K., Nov. 13.
Tantalus, B.F., Nov. 20.
Demodocus, B.F., Dec. 4.
Dakar Maru, N.Y.K., Dec. 12.

LONDON.

Glenluce, Jardine's, Nov. 13.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Teiresias, B.F., Nov. 15.
Cracovia, Dodwell's, Nov. 20.
Tinhow, Bank, Nov. 20.
Karmala, P. & O., Nov. 22.
Hector, B.F., Nov. 26.
Hakozaki Maru, N.Y.K., Nov. 29.
Anchises, B.F., Dec. 2.
City of Roubaix, Bank, Dec. 5.
Rawalpindi, P. & O., Dec. 6.
Col. di Lana, Dodwell's, Dec. 9.
Diomed, B.F., Dec. 9.
Agamemnon, B.F., Dec. 13.

LOS ANGELES.

Tai Ping Yang, Dodwell's, Nov. 17.
Pres. Pierce, Dollar, Nov. 18.
Asama Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Pres. Taft, Dollar, Dec. 2.
Pres. Jefferson, A.M.L., Dec. 10.

MANILA

Coblenz, Melchers, Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Kitano Maru, N.Y.K., Nov. 18.
Pres. Jackson, A.M.L., Nov. 18.
Emp. of Japan, C.P.S., Nov. 19.
Taiping, B. & S., Nov. 21.
Pres. Taft, Dollar, Nov. 22.
Tjisondari, J.C.J.L., Nov. 25.
Pres. Garfield, Dollar, Nov. 30.
Emp. of Asia, C.P.S., Dec. 2.
Pres. McKinley, A.M.L., Dec. 2.
Domodocus, B.F., Dec. 4.
Tanda, E. & A., Dec. 5.
Pres. Jefferson, A.M.L, Dec. 6.
Tjikarang, J.C.J.L., Dec. 9.
Menestheus, B.F., Dec. 10.
Fulda, Melchers, Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Emp. of Canada, C.P.S., Dec. 17.

MARSEILLES

Toyooka Maru, N.Y.K., Nov. 13.
Fushimi Maru, N.Y.K., Nov. 15.
Nagpore, P. & O., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Karmala, P. & O., Nov. 22.
Athos II, M.M., Nov. 25.
Hector, B.F., Nov. 26.
Danmark, Manners, Nov. 27.
Alster, Melchers, Nov. 29.
Hakozaki Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Rawalpindi, P. & O., Dec. 6.
D'Artagnan, M.M., Dec. 9.
Diomed, B.F., Dec. 9.
Dakar Maru, N.Y.K., Dec. 12.
Pres. Polk, Dollar, Dec. 14.

NAPLES.

Fushimi Maru, N.Y.K., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Hakozaki Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2.
Pres. Polk, Dollar, Dec. 14.
Chinese Prince, Furness, Dec. 16.

NEW YORK, BOSTON, etc.

Pres. Van Buren, Dollar, Nov. 16.
Tai Ping Yang, Dodwell's, Nov. 17.
Asuka Maru, N.Y.K., Nov. 24.
Pres. Garfield, Dollar, Nov. 30.
Japanese Prince, Furness, Dec. 2
Menestheus, B.F., Dec. 10.
Tweedbank, Bank, Dec. 12.
Pres. Polk, Dollar, Dec. 14.
Chinese Prince, Furness, Dec. 16.

NEWCHWANG.

Chinhua, B. & S., Nov. 14.
Kanchow, B. & S., Nov. 15.
Luchow, B. & S., Nov. 17.

NORTH CHINA PORTS.

Aeneas, B.F., Nov. 17.
Fulda, Melchers, Nov. 18/19.
Menestheus, B.F., Nov. 24.
Asuka Maru, N.Y.K., Nov. 25.
Trier, Melchess, Dec. 17.

PANAMA

Tai Ping Yang, Dodwell's, Nov. 17.
Bokuyo Maru, N.Y.K., Nov. 20.
Asuka Maru, N.Y.K., Nov. 24.

PENANG.

Iyo Maru, N.Y.K., Nov. 12.
Kidderpore, P. & O., Nov. 12.
Glenluce, Jardine's, Nov. 13.
Bengal Maru, N.Y.K., Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Hosang Jardine's, Nov. 15.
Nagpore, P. & O., Nov. 15.
Talamba, B.I., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Van Heutsz, J.C.J.L., Nov. 20.
Karmala, P. & O., Nov. 22.
Hector, B.F., Nov. 26.
Calcutta Maru, N.Y.K., Nov. 27.
Talma, B.I., Nov. 27.
Hakozaki Maru, N.Y.K., Nov. 29.
Penang Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2
Takada, B.I., Dec. 4.
Hakadate Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Alipore, P. & O., Dec. 9.
Pres. Polk, Dollar, Dec. 14.
Sirdhana, B.I., Dec. 15.
Yuensang, Jardine's, Dec. 15.

RABAUL.

Tanda, E. & A., Dec. 5.
Bremerhaven, Melchers, Dec. 12.

RANGOON.

Bengal Maru, N.Y.K., Nov 15.
Penang Maru, N.Y.K., Nov. 29.
Hakadate Maru, N.Y.K., Dec. 8.

SAIGON.

Athos II, M.M., Nov. 25.
D'Artagnan, M.M., Dec. 9.

SANDAKAN.

Hinsang, Jardine's, Nov. 15.
Mausang, Jardine's, Nov. 20.

SAN FRANCISCO.

Tai Ping Yang, Dodwell's, Nov. 17.
Pres. Pierce, Dollar, Nov. 18.
Asama Maru, N.Y.K., Nov. 20.
Bokuyo Maru, N.Y.K., Nov. 20.
Asuka Maru, N.Y.K., Nov. 25.
Pres. Taft, Dollar, Dec. 2
Pres. Jefferson, A.M.L., Dec. 10.

SCANDINAVIAN PORTS.

Danmark, Manners, Nov. 27.
Canton, Gilman's, Dec. 1.

SEATTLE.

Protesilaus, B.F., Nov. 27.
Pres. Jackson, A.M.L. Nov. 25.
Hikawa Maru, N.Y.K., Dec. 3.
Pres. McKinley, A.M.L., Dec. 9.

SHANGHAI

Hopsang, Jardine's, Nov. 12.
Shantung, B. & S., Nov. 12.
Tainan, B. & S., Nov. 12.
Tjisondari, J.C.J.L., Nov. 13.
Chengtu, B. & S., Nov. 14.
Chinhua, B. & S., Nov. 14.
Haruna Maru, N.Y.K., Nov. 14.
City of Shanghai, Bank, Nov. 16.
Hangsang, Jardine's, Nov. 16.
Sinkiang, B. & S., Nov. 16.
Aeneas, B.F., Nov. 17.
Luchow, B. & S., Nov. 17.
Tai Ping Yang, Dodwell's, Nov. 17.
Szechuen, B. & S., Nov. 18.

SHANGHAI.—*(Continued).*

Fulda, Melchers, Nov. 18/19.
Atsuta Maru, N.Y.K., Nov. 19.
Malacca Maru, N.Y.K., Nov. 19.
Nagara, Gilman's, Nov. 19.
Yatshing, Jardine's, Nov. 19.
Asama Maru, N.Y.K., Nov. 20.
Tokushima Maru, N.Y.K., Nov. 20.
Glenogle, Jardine's, Nov. 21.
Kingyuan, B. & S., Nov. 21.
Jeypore, P. & O., Nov. 22.
Kalyan, P. & O., Nov. 22.
Tjimanoek, J.C.J.L., Nov. 22.
Waishing, Jardine's, Nov. 23.
Antilochus, B.F., Nov. 24.
Menestheus, B.F., Nov. 24.
Angers, M.M., Nov. 25.
Asuka Maru, N.Y.K., Nov. 25.
Durban Maru, N.Y.K., Nov. 25.
Java, Manners, Nov. 26.
Suisang, Jardine's, Nov. 26.
Vogtland, Jebsen, Nov. 26.
Emp. of Japan, C.P.S., Nov. 27.
Mentor, B.F., Nov. 29.
Mosel, Melchers, Nov. 29.
Moncalieri, Dodwell's, Nov. 30.
Tango Maru, N.Y.K., Nov. 30.
Hikawa Maru, N.Y.K., Dec. 3.
Gange, Dodwell's, Dec. 4.
Ranchi, P. & O., Dec. 5.
Bochum, Jebsen, Dec. 6.
Philoctetes, B.F., Dec. 7.
Glenshane, Jardine's, Dec. 8.
Sarpedon, B.F., Dec. 9.
Sphinx, M.M., Dec. 9.
Emp. of Asia, C.P.S., Dec. 10.
Chichibu Maru, N.Y.K., Dec. 11.
Perim, P. & O., Dec. 16.
Trier, Melchers, Dec. 17.

SINGAPORE

Iyo Maru, N.Y.K., Nov. 12.
Kidderpore, P. & O., Nov. 12.
Glenluce, Jardine's, Nov. 13.
Toyooka Maru, N.Y.K., Nov. 13.
Bengal Maru, N.Y.K., Nov. 15.
Fushimi Maru, N.Y.K., Nov. 15.
Hosang, Jardine's, Nov. 15.
Nagpore, P. & O., Nov. 15.
Talamba, B.I., Nov. 15.
Teiresias, B.F., Nov. 15.
Pres. Van Buren, Dollar, Nov. 16.
Anking, B. & S., Nov. 17.
Wakasa Maru, N.Y.K., Nov. 18.
Cracovia, Dodwell's, Nov. 20.
Tantalus, B.F., Nov. 20.
Van Heutsz, J.C.J.L., Nov. 20.
Karmala, P. & O., Nov. 22.
Antung, B. & S., Nov. 24.
Athos II, M.M., Nov. 25.
Hector, B.F., Nov. 26.
Calcutta Maru, N.Y.K., Nov. 27.
Talma, B.I., Nov. 27.
Alster, Melchers, Nov. 29.
Hakozaki Maru, N.Y.K., Nov. 29.
Penang Maru, N.Y.K., Nov. 29.
Pres. Garfield, Dollar, Nov. 30.
Anchises, B.F., Dec. 2.
Demodocus, B.F., Dec. 4.
Takada, B.I., Dec. 4.
Hakadate Maru, N.Y.K., Dec. 8.
Kumsang, Jardine's, Dec. 8.
Alipore, P. & O., Dec. 9.
Col. di Lana, Dodwell's, Dec. 9.
D'Artagnan, M.M., Dec. 9.
Diomed, B.F., Dec. 9.
Menestheus, B.F., Dec. 10.
Agamemnon, B.F., Dec. 13.
Pres. Polk, Dollar, Dec. 14.
Sirdhana, B.I., Dec. 15.
Yuensang, Jardine's, Dec. 15.

SOUTH AFRICAN PORTS.

Wakasa Maru, N.Y.K., Nov. 15.
Tinhow, Bank, Nov. 20.

SOUTH AMERICAN PORTS.

Wakasa Maru, N.Y.K., Nov. 18.
Bokuyo Maru, N.Y.K., Nov. 20.

SWATOW.

Hopsang, Jardine's, Nov. 12.
Shantung, B. & S., Nov. 12.
Chengtu, B. & S., Nov. 14.
Haiching, Douglas, Nov. 14.
Hangsang, Jardine's, Nov. 16.
Kaying, B. & S., Nov. 16.
Sinkiang, B. & S., Nov. 16.
Yusang, Jardine's, Nov. 16.
Anking, B. & S., Nov. 17.
Haiyang, Douglas, Nov. 18.
Szechuen, B. & S., Nov. 18.
Yatshing, Jardine's, Nov. 19.
Kaying, B. & S., Nov. 21.
Kueichow, B. & S., Nov. 21.
Chipshing, Jardine's, Nov. 23.
Kwangchow, B. & S., Nov. 23.
Waishing, Jardine's, Nov. 23.
Antung, B. & S., Nov. 24.
Cheongshing, Jardine's, Nov. 28.
Huichow, B. & S., Dec. 2.

TIENTSIN.

Yusang, Jardine's, Nov. 16.
Kueichow, B. & S., Nov. 21.
Chipshing, Jardine's, Nov. 23.
Cheongshing, Jardine's, Nov. 28.
Huichow, B. & S., Dec. 2.

TRIESTE AND VENICE.

Cracovia, Dodwell's, Nov. 20.
Col. di Lana, Dodwell's, Dec. 9.

TSINGTAO.

Demodocus, B.F., Nov. 12.
Hopsang, Jardine's, Nov. 12.
Shantung, B. & S., Nov. 12.
Hangsang, Jardine's, Nov. 16.
Sinkiang, B. & S., Nov. 16.
Szechuen, B. & S., Nov. 18.
Yatshing, Jardine's, Nov. 19.
Waishing, Jardine's, Nov. 23.

VANCOUVER, B.C.

Emp. of Japan, C.P.S., Nov. 27.
Protesilaus, B.F., Nov. 27.
Hikawa Maru N.Y.K., Dec. 3.
Emp. of Asia, C.P.S., Dec. 10.

VICTORIA, B.C.

Pres. Jackson, A.M.L. Nov. 25.
Emp. of Japan, C.P.S., Nov. 27.
Protesilaus, B.F., Nov. 27.
Hikawa Maru, N.Y.K., Dec. 3.
Pres. McKinley, A.M.L., Dec. 9.
Emp. of Asia, C.P.S., Dec. 10.

VLADIVOSTOCK.

Nagara, Gilman's, Nov. 19.
Glenogle, Jardine's, Nov. 21.
Philoctetes, B.F., Dec. 7.
Glenshane, Jardine's, Dec. 8.

WEIHAIWEI.

Kueichow, B. & S., Nov. 21.
Huichow, B. & S., Dec. 2.

EXPECTED ARRIVALS AND MOVEMENTS.

Aeneas due from Europe Nov. 15.
Agamemnon due from Japan Dec. 13.
Alster due here Nov. 29.
Anchises due from Japan Dec. 2.
Antilochus due from Europe Nov. 24.
Asama Maru arrived from Shanghai Nov. 10.
Asuka Maru due here Nov. 24.
Atsuta Maru due from Australia Nov. 16.
Bengal Maru due here Nov. 14.
Benmohr due from Singapore Nov. 16.
Bochum due from Europe Dec. 6.
Bokuyo Maru due from Japan Nov. 15.
Buitensorg due from Java Nov. 12.
Burgenland due here Dec. 6.
Calcutta Maru due here Nov. 26.
Changte due from Australia Dec. 16.
Chichibu Maru due here Dec. 1.
City of Corinth due from New York Dec. 6.
City of Shanghai due from Europe Nov. 16.
Coblenz due here Nov. 15.
Demodocus due from Singapore Nov. 12.
Diomed due from North China Ports Dec. 9.
Emp. of Asia due from Vancouver Dec. 1.
Emp. of Canada due from Vancouver Dec. 17.
Emp. of Japan due from Japan Nov. 19.
Fulda due from Europe Nov. 18/19.
Fushimi Maru due from Shanghai Nov. 14.
Glenluce due here Nov. 13.
Glenogle due from Europe Nov. 21.
Glenshane due from Europe Dec. 8.
Hakodate Maru due here Dec. 7.
Hakozaki Maru due here Nov. 28.
Haruna Maru due from Singapore Nov. 14.
Hector due from North China ports Nov. 26.
Heian Maru due here Dec. 2.
Jeypore due from Europe Nov. 21.
Kalyan due from Europe Nov. 21.
Karmala due from Japan Nov. 22.
Kitano Maru due from Japan Nov. 17
Malacca Maru due here Nov. 19.
Menestheus due from Europe Nov. 24.
Mentor due from Europe Nov. 29.
Moncalieri due from Massaua Nov. 30.
Mosel due from Europe Nov. 29.
Muroran Maru due here Nov. 27.
Nagara due from Hamburg Nov. 19.
Nagpore due from Japan Nov. 15.
Oldenburg due here Nov. 25.
Penang Maru due here Nov. 29.
Perseus due from Shanghai Nov. 11.
Phemius due here Nov. 11.
Philoctetes due from Europe Dec. 7.
Pres. Jackson due from Japan Nov. 17.
Pres. Van Buren due from Shanghai Nov. 15.
Pyrrhus due from New York Dec. 10.
Sarpedon due from Europe Dec. 12.
Sirdhana due from Calcutta Nov. 25.
Taiping due from Manila Nov. 14.
Taiyo Maru due here Nov. 26.
Takada arrived from Singapore Nov. 10.
Talamba due from Japan Nov. 13.
Tanda arrived from Manila Nov. 9.
Tango Maru due here Nov. 29.
Tantalus due from Japan Nov. 20.
Teiresias due from Japan Nov. 15.
Teucer due from Vancouver Nov. 27.
Tjibesar due from Java Nov. 12.
Tjiliwong due from Japan Nov. 15.
Tokushima Maru due here Nov. 19.
Toyooka Maru due here Nov. 12
Trier due from Europe Dec. 17.
Van Heutsz due from Singapore Nov. 12.
Vogtland due from Europe Nov. 28.
Wakasa Maru due from Japan Nov. 17.

WARSHIPS IN PORT.

The following warships were in port yesterday:—

Basin.—Tamar.
North Wall.—Seraph, Stormcloud, Thracian.
South Wall.—Sirdar.
East Wall.—Tarantula.
North Arm.—Magnolia.
West Wall of Dock.—Berwick.
No. 11 Buoy.—Somme.
Foreign Men-of-War.—Portsmouth, Admiralty and Commandant Inchope, Prince Argus, Chinese Fu.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "DEMODOCUS"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 12th November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 18th November will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 2nd December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

12th November, 1930. [10106

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ.
(UNITED NETHERLANDS NAVIGATION CO.

HOLLAND-OOST AZIE LIJN
(HOLLAND-EAST ASIA LINE).

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, ROTTERDAM, HAMBURG, BREMEN, GENOA, AND ANTWERP.

THE Steamship "OUDERKERK"

having arrived from the above Ports, Consignees of Cargo by her are notified that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the China Provident Loan & Mortgage Co., Ltd., whence and/or from the wharves Delivery may be obtained.

Goods not cleared by the 17th November, 1930, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns, where they will be examined on the 15th November, 1930, at 10 a.m., by Messrs. Goddard & Douglas, Hong Kong.

Claims against the Steamer must be presented in writing within Ten days after arrival of Steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the Undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents.

Hong Kong, 10th Nov., 1930. [10101

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

CONSIGNEE NOTICE.

S.S. "D'ARTAGNAN."

ARRIVED HONG KONG ON MONDAY, THE 10TH NOV., 1930.

FROM MARSEILLES, &c.

CONSIGNEES of Cargo by the above-named Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and placed at their risk in the Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence Delivery can be obtained as the Goods are landed.

Goods not cleared within 7 days, including date of arrival, will be subject to Rent.

All Claims must be sent to the Undersigned before Thursday, the 20th Nov., 1930, or they will not be recognized.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard & Douglas, at 10 a.m. on Saturday, the 15th November, 1930.

No Claims will be admitted after the Goods have left the Godowns.

No Fire Insurance will be effected by us in any case whatever.

R. OHL,
Agent.

Hong Kong, 10th Nov., 1930. [10095

A

COMPREHENSIVE AND COMPLETE REPORT

of the

NEWS OF THE FAR EAST

is given in the

"HONG KONG WEEKLY PRESS,"

with which is incorporated

"THE CHINA OVERLAND TRADE REPORT."

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Subscription, paid in advance, per annum for delivery in Hong Kong and suburbs, $12; elsewhere in any part of the world—$16.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ACHILLES"
FROM UNITED KINGDOM VIA SINGAPORE

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th November.

Optional Cargo will not be landed here unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon, within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 17th November will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 1st December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

10th November, 1930. [10090

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Co.'s Vessel "ELPENOR"
FROM NEW YORK VIA MANILA

are hereby notified that their Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th November.

Optional Cargo will not be landed here, unless Notice has been given prior to Vessel's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 A.M. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Vessel's Godown, and all Goods remaining undelivered after the 17th November will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before the 1st December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

10th November, 1930. [10091

"GLEN" LINE, LIMITED.

NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM VIA PORTS.

THE Steamship "GLENIFFER"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves, Delivery may be obtained.

Goods not cleared by the 15th November, 1930, at Noon, will be subject to Rent.

All broken, chafed and damaged Packages are to be left in the Godowns where they will be examined in the presence of Consignees by Messrs. Goddard & Douglas, on 14th November, 1930, at 10 A.M. Claims against the Steamer, including those for Cargo short delivered must be presented on the Special Form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., LTD, Agents.

Hong Kong, 8th Nov., 1930. [10086

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship "BENMOHR"/"BENCLEUCH."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONG KONG AND KOWLOON WHARF AND GODOWN COMPANY, LTD., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th instant will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 13th instant, at 10 A.M., by Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co., LTD.

Hong Kong, 7th Nov., 1930. [10076

CHINA NAVIGATION
COMPANY, LIMITED.

Swatow, Shanghai & Tsingtao ...	"SHANTUNG"	... On 12th Nov.,	7 a.m.
Amoy & Shanghai	"TSINAN"	... On 12th Nov.,	5 p.m.
Swatow, Amoy & Shanghai	"CHENGTU"	.. On 14th Nov.,	Daylight
Foochow, S'hai, N'chwang & Dalny	"CHINHUA"	... On 14th Nov.,	5 p.m.
Newchwang & Dalny	"KANCHOW"	... On 15th Nov.,	Daylight
Swatow, Shanghai & Tsingtao ...	"SINKIANG"	... On 16th Nov.,	Daylight
Swatow & Bangkok	"KAYING"	.. On 16th Nov.,	10 a.m.
Swatow, Amoy, Swatow & S'pore. ..	"ANKING"	.. On 17th Nov.,	3 p.m.
S'hai. Newchwang & Dalny	"LUCHOW"	... On 17th Nov.,	5 p.m.
Swatow, Shanghai & Tsingtao ...	"SZECHUEN"	.. On 18th Nov.,	8 a.m.
Swatow & Shanghai	"KINGYUAN"	On 21st Nov.,	8 a.m.
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"KUEICHOW"	... On 21st Nov.,	8 a.m.
Swatow & Bangkok	"KWANGCHOW	On 23rd Nov.,	10 a.m.
Swatow, Amoy, Swatow & S'pore.	"ANTUNG"	... On 24th Nov.,	Noon
Swatow, Foochow, Weihaiwei, Chefoo & Tientsin	"HUICHOW"	... On 2nd Dec.,	8 a.m.

* Proceeds to D.G.A. Stonecutters, Daylight, Tuesday, and sails thence

SAILINGS SUBJECT TO ALTERATION.

For Freight or Passage apply to— BUTTERFIELD & SWIRE.
Agents.
Telephone 30331.
CARGO AND BAGGAGE CAN BE INSURED AT T OFFICE OF BUTTERFIELD & SWIRE. [4

TRAVEL A.-O. LINE
To AUSTRALIA. Calling at Manila (P. I.), Thursday Is., Cairns, Townsville, Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE - TAIPING (o/t. BURNERS)
FASTEST and MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, SURGEON and STEWARDESS CARRIED.
Enjoy Your Short Leave in Australia and New Zealand, Hong Kong, Sydney—19 Days.
FIRST CLASS FARE TO SYDNEY, £95 RETURN
" " " " LONDON (via Australia) from £141/10/-
(Australian Newspapers on file)

STEAMER	Due Hong Kong	Leaves Hong Kong	Leaves Manila	Due Sydney
TAIPING	14th Nov.	21st Nov.	24th Nov.	10th Dec.
CHANGTE	16th Dec.	23rd Dec.	26th Dec.	11th Jan
TAIPING	14th Jan.	20th Jan	23rd Jan.	8th Feb.

AUSTRALIAN-ORIENTAL LINE, LIMITED
BUTTERFIELD & SWIRE, Agents—HONG KONG—SHANGHAI

THE EAST ASIATIC CO., LTD.
COPENHAGEN.

The M.S. "DANMARK"
on or about 27th NOVEMBER
for PORT SAID, MARSEILLES, ANTWERP, ROTTERDAM, AMSTERDAM, HAMBURG, COPENHAGEN AND OTHER SCANDINAVIAN & BALTIC PORTS.

SAILING LIST.

OTHER SAILINGS:—	SHANGHAI, ETC.	CONTINENT, ETC
M.S. "Danmark" ...	—	27th Nov.
M.S. "Java" ...	26th Nov.	26th Dec.
M.S. "Peru" ...	26th Dec.	26th Jan.
M.S. "Afrika" ...	26th Jan.	28th Feb.
M.S. "India" ...	26th Feb.	28th March

Optional Bills of Lading issued to United Kingdom Ports.
For further particulars, please apply to:—
JOHN MANNERS & CO., LTD.
MERCANTILE BANK BUILDING.
Telephone 24071. Agents. [41

PRINCE LINE
FREQUENT SERVICE
TO
BOSTON AND NEW YORK
CALLING AT NAPLES

JAPANESE PRINCE	.. ..	December 2nd
CHINESE PRINCE	..	December 16th
SIAMESE PRINCE	... .	January 13th

Excellent Accommodation for a Limited Number of Passengers at Moderate Rates.

Fare—Hong Kong to Naples.....£58

For other Passage rates, Freight, etc., apply to:—
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King's Building.
Telephone: 23165. Telegrams: Furnprince.

NOTICE TO CONSIGNEES.

COMPAGNIE MARITIME BELGE. (LLOYD ROYAL) SOCIETE ANONYME.

FROM ANTWERP.

THE Steamship "HOLIVIER" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th November, 1930, will be subject to Rent.

All Claims against the Vessel must be presented to the Undersigned on or before 24th November, 1930, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 17th November, 1930, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

THE BANK LINE, LTD.,
Agents.
Hong Kong, 10th Nov., 1930. [10094

HAMBURG AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel "BURGENLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong and Kowloon Wharf and Godown Company's godowns at Kowloon, where Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Vessel's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th November, 1930, will be subject to Rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on 15th November, 1930, at 10 a.m., by our Surveyors, Messrs. Goddard & Douglas.

All Claims must reach us before the 1st December, 1930, or they will not be recognized.

No Insurance will be effected by the Undersigned.

JEBSEN & CO.,
Agents.
Hong Kong, 10th Nov., 1930. [10092

ROYAL OBSERVATORY'S DAILY WEATHER REPORT.

STATION	NOVEMBER 10, 1930. Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Visibility	Wind: Direction	Force (Beaufort)	Weather (Beaufort)	NOVEMBER 11, 1930 Hong Kong Standard Time	Barometer at Sea Level: Inches	Millrs.	Temperature	Visibility	Wind: Direction	Force (Beaufort)	Weather (Beaufort)
Wladivostock	12	29.99	761.8	32	...	N	4	c	6	29.90	759.5	26	...	N	3	o
Nemuro	11	29.69	751.5	...	...	NNW	2	...	5	29.75	755.6	...	...	W	1	o
Hakodate	"	29.76	756.3	...	...	W	6	...	"	29.82	757.5	...	...	..	0	...
Tokio	"	29.78	756.5	...	...	N	1	...	"	29.84	758.0	...	...	...	0	...
Kochi	"	29.84	758.0	...	...	...	0	...	"	29.92	760.0	...	...	NW	1	...
Nagasaki	"	30.26	768.5	...	...	NNW	1	...	"	30.03	764.0	...	...	...	0	...
Kagoshima	"	29.94	760.5	...	...	WNW	1	...	"	30.04	763.0	...	...	N	2	...
Oshima	"	29.94	760.5	...	...	NNE	1	...	"	30.00	762.0	...	...	N	4	...
Naha	"	29.94	760.5	...	..	SSW	2	...	"	29.96	761.0	...	...	N	1	...
Ishigakijima	"	29.96	761.0	...	...	SSW	1	...	"	29.98	761.5	...	...	N	1	...
Bonin Island	"	29.88	759.0	..	...	NE	1	...	"	29.86	758.5	...	...	NW	...	...
Chefoo	15	30.01	762.2	52	...	WSW	4	b	6	30.30	769.6	32	...	NW	...	...
Shanghai	14	30.12	765.0	63	6	NNE	2	o	"	30.28	769.1	49	4	WNW	4	bc
Gutzlaff	"	30.15	765.8	60	...	N	4	o	"	29.31	769.9	54	...	NW	4	o
Wenchow	"	30.03	763.5	61	8	NNE	4	r	6	...	...	...	...	...	...	...
Foochow	"	29.99	761.7	70	6	ENE	4	o	7	30.16	760.0	65	6	ENE	2	rf
Amoy	"	29.93	760.2	69	4	ENE	4	o	6	30.04	763.0	66	4	ENE	6	r
Swatow	"	29.83	757.7	74	...	E	3	c	"	29.99	761.7	77	...	NNE	4	r
Taihoku	11	29.97	761.3	77	...	E	2	o	5	30.10	764.4	70	...	...	0	r
Taichu	"	29.95	760.8	85	...	N	2	bc	"	30.03	762.8	70	...	NNW	2	o
Tainan	"	29.94	760.6	88	...	...	0	bc	"	29.95	760.6	70	..	N	4	b
Koshun	"	29.93	760.1	88	...	SSE	2	c	"	29.92	760.0	74	...	...	0	b
Pescadores	"	29.95	760.7	81	...	N	2	...	"	30.02	761.4	72	..	NNE	6	r
Hong Kong	14	29.86	758.4	81	6	W	2	bc	6	30.00	762.0	72	6	NNE	1	o
Gap Rock	"	29.88	758.9	81	7	SSE	2	c	"	29.98	761.5	77	7	NNW	5	o
Macao	"	29.84	758.0	91	6	SSW	2	b	"	29.98	761.4	67	4	N	4	o
Hoihow	"	29.83	757.7	83	...	ENE	3	b	"	...	...	...	...	...	...	...
Pratas Island	"	29.87	758.3	85	8	...	0	b	6	29.97	761.2	79	8	NE	4	b
Phulien	15	29.79	756.7	83	8	SE	4	c	7	29.95	760.9	74	8	ENE	6	o
Tourane	"	29.76	756.0	83	8	SE	2	bc	"	29.88	759.0	74	8	...	0	b
Cape St. James	"	29.83	757.6	83	6	SE	4	c	"	29.88	758.9	76	6	NNE	2	c
Basco	14	29.83	757.7	86	8	SE	4	b	6	...	...	...	...	...	...	...
Aparri	"	29.79	756.7	88	4	NE	4	b	"	29.92	760.0	74	4	...	0	b
Tuguegarao	"	29.78	756.3	94	6	...	0	bc	"	...	...	...	...	...	...	...
Vigan	"	29.78	756.3	86	8	W	2	o	"	...	...	...	...	..	...	...
Manila	"	29.78	756.5	86	8	SW	2	b	"	29.89	759.1	70	8	...	0	b
Legaspi	"	29.79	756.7	88	6	NNE	2	b	"	29.86	758.4	81	6	NNE	2	b
Calboyog	"	29.78	756.5	88	8	WSW	4	bc	"	...	...	...	...	...	...	...
Tacloban	"	29.79	756.6	88	8	S	4	bc	"	...	...	...	...	...	...	...
Iloilo	"	29.80	756.8	91	8	NE	4	b	"	...	...	...	...	...	...	...
Cebu	"	29.78	756.3	91	8	NE	2	b	"	...	...	...	...	...	...	...
Surigao	...	29.78	756.3	91	8	E	2	b	"	...	...	...	...	...	...	...
Saipan	11.00	...	...	...	...	...	...	...	5	29.67	753.6	78	...	WNW	2	c
Guam	12.22	29.66	753.3	...	6	NE	2	o	4.22	...	...	...	...	...	...	...
Yap	11.00	29.81	757.2	...	6	NNE	4	bc	5	29.80	756.8	...	8	NNW	2	bc
Palew	"	...	...	...	...	...	...	...	"	29.82	757.4	82	...	WNW	2	c
Labuan	14	29.83	757.7	78	...	SW	1	r	6	29.84	757.9	74	...	S	1	r

November 11d. 10h. 50m.—The anticyclone central over the lower Yangtsze Valley has strengthened.
Strong monsoon along the S.E. coast of China and over the N. China Sea.
Hong Kong rainfall for the 24 hours ending at 10 a.m. to-day, 0·00 inch. Total since January 1, 95·19 inches, against an average of 81·09 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON ON NOVEMBER 12.

DISTRICT.	FORECAST.
1.—Formosa Channel 2.—South coast of China between Hong Kong and Lamocks 3.—Hong Kong to Gap Rock 4.—South coast of China between Hong Kong and Hainan	N.E. winds, strong; generally overcast, some drizzle or mist.

T. F. CLAXTON, *Director.*

HONG KONG METEOROLOGICAL REGISTER.

Hong Kong Observatory, November 11.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.85	30.09	30.09
Temperature	82	75	70
Humidity	72	73	69
Wind—			
Direction	W	N	N
Force	2	2	3
Weather	B	C	C
Rain	0.00	0.00	0.00

Highest open-air Temperature, 10:85
Lowest open-air Temperature, 11:70

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; R=Rain; T=Thunder.

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will keep you in touch with Hong Kong news for six months
AFTER YOU GO AWAY
and you will certainly want to know what is happening. Send an order for the *Weekly Press* to be sent to you. We, at 11, Ice House Street, will do the rest.

HONG KONG TIDE TABLE.

From November 12 to 18, 1930.

Days of Week	Date of Month	High Water: Hong Kong Standard Time	Height	Low Water: Hong Kong Standard Time	Height
		h. m.	ft. in.	h. m.	ft. in.
Wed	12	m 0 4	8 0	m 8 36	1 6
		No infer.	high	nor low	wat.
Thur	13	m 1 7	7 6	m 9 57	1 7
		No infer.	high	nor low	wat.
Fri.	14	m 2 52	7 1	m 11 4	1 8
		h 33 a	6 1	9 46 a	5 0
Sat.	15	m 4 31	6 8	m 11 56	1 9
		6 46 a	5 5	11 51 a	4 4
Sun.	16	m 5 49	6 6	—	—
		7 6 a	6 1	0 39 a	2 2
Mon.	17	m 6 58	6 4	m 1 6	3 6
		7 31 a	6 6	1 16 a	2 5
Tues.	18	m 8 2	6 1	m 2 2	2 8
		7 59 a	7 0	1 9 a	2 9

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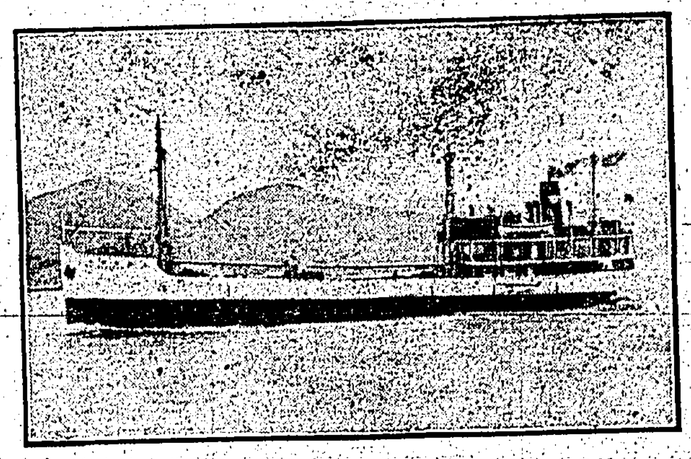

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Please address enquiries to the Chief Manager,
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONG KONG.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.
SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI ...	"HOPSANG"	Wed., 12th Nov., at 7 a.m.
	"HANGSANG"	Sun., 16th Nov., at 7 a.m.
	"YATSHING"	Wed., 19th Nov., at 7 a.m.
	"WAISHING"	Sun., 23rd Nov., at 7 a.m.
SINGAPORE, PENANG & CALCUTTA ...	"HOSANG"	Fri., 14th Nov., at 3 p.m.
	"KUMSANG"	Mon., 8th Dec., at 3 p.m.
	"YUENSANG"	Mon., 15th Dec., at 3 p.m.
OSAKA via AMOY, MOJI & KOBE ...	"KUMSANG"	Wed., 19th Nov., at 7 a.m.
OSAKA via AMOY, S'HAI., MOJI & KOBE ...	"SUISANG"	Wed., 26th Nov., at 7 a.m.
OSAKA via AMOY & KOBE ...	"NAMSANG"	Sun., 7th Dec., at 7 a.m.
SANDAKAN ...	"HINSANG"	Satur., 15th Nov., at Noon
	"MAUSANG"	Wed., 26th Nov., at Noon
TIENTSIN via SWATOW & FOOCHOW ...	"YUSANG"	Sun., 16th Nov., at 7 a.m.
	"CHIPSHING"	Sun., 23rd Nov., at 7 a.m.
	"CHEONGSHING"	Fri., 28th Nov., at 7 a.m.

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GENERAL MANAGERS.
TELEPHONE: 30311. [8

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1st JUNE/30th NOVEMBER ... ... £65. 12. 0d.
1st DECEMBER/31st MAY ... ... £82. 0 0d.

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Motor Vessel "GLENLUCE"	...(Via Oran) ..	13th Nov.
Motor Vessel "GLENOGLE"	...	1st Jan.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENOGLE"	... ...	21st Nov.
Steamship "GLENSHANE"	... ...	8th Dec.
Motor Vessel "GLENAPP"	... ...	19th Dec.

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FAR EASTERN PASSENGER & FREIGHT SERVICE
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THROUGH BOOKINGS TO AMERICA VIA EUROPE.
AND TO EUROPE VIA AMERICA.

NEXT SAILINGS TO EUROPE:—

Pass.	S.S. "COBLENZ"	... ...	departure 15th Nov.
Freight	S.S. "Alster"	... ...	departure 29th Nov.
Pass.	M.S. "FULDA"	... ...	departure 13th Dec.
Freight	M.S. "Trave"	... ...	departure 18th Dec.

Passenger steamers sailing via Manila and Ports to Genoa, Rotterdam, Hamburg and Bremen.
Freight steamers sailing via Singapore and Ports to Marseilles Rotterdam, Hamburg and Bremen.

NEXT ARRIVALS FROM EUROPE:—

SAILINGS TO SHANGHAI & N. CHINA (Passenger steamers) JAPAN (Freight steamers)

Pass.	M.S. "FULDA"	... ...	due here 18th/19th Nov.
Freight	S.S. "Mosel"	... ...	due here 29th Nov.
Pass.	S.S. "TRIER"	... ...	due here 17th Dec.
Freight	S.S. "Lahn"	... ...	due here 27th Dec.
Pass.	S.S. "DERFFLINGER"	...	due here 13th Jan., '31

HONG KONG—NEW GUINEA
S.S. "BREMERHAVEN"
will sail from Hong Kong for RABAUL on about 12TH DEC., 1930.

MELCHERS & CO.,
AGENTS, HONG KONG.
Telephone 26378. 8, Chater Road. Queen's Building.

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HONG KONG & SOUTH CHINA COAST PORT SERVICE.
REGULAR SERVICE of Fast High Class Coast Steamers. Sailings subject to alteration without notice.
FOR
SWATOW, AMOY & FOOCHOW
AND RETURN
(Occupying 8 to 9 Days)

HAICHING	... ...	Friday,	the 14th Nov., at 2 p.m.
HAIYANG	... ...	Tuesday,	the 18th Nov., at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier). Round Trip Tickets will be issued from Hong Kong to Foochow (Pagoda Anchorage) and Return by the same Steamer at the Reduced Rate of $35.00 including Meals while the Steamer is in Port.
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CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC
12 DAYS FROM CHINA AND 8 DAYS FROM JAPAN TO CANADA AND U.S.A.

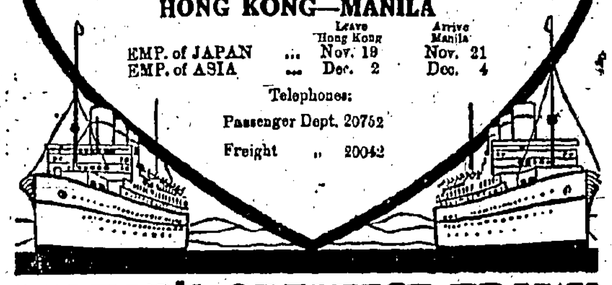
	Hong Kong Leave	Shanghai Leave	Kobe Leave	Yokohama Leave	Vancouver Arrive
Empress of Japan	Nov. 27	Nov. 30	Dec. 2	Dec. 4	Dec. 12
Empress of Asia*	...Dec. 10	Dec. 13	Dec. 16	Dec. 18	Dec. 27
Empress of Canada	...Dec 25	Dec. 28	Dec. 31	Jan. 1	Jan. 9
Empress of Russia*	...Jan. 7	Jan. 10	Jan. 13	Jan. 15	Jan. 24
Empress of Japan	...Feb. 5	Feb. 8	Feb. 10	Feb. 12	Feb. 20
Empress of Asia*	...Feb. 18	Feb. 21	Feb. 24	Feb. 26	Mar. 7
Empress of Canada	...Mar. 5	Mar. 8	Mar. 10	Mar. 12	Mar. 20
Empress of Russia*	...Mar. 18	Mar. 21	Mar. 24	Mar. 26	Apr. 4
Empress of Japan	...Apr. 1	Apr. 4	Apr. 7	Apr. 9	Apr. 17
Empress of Asia*	...Apr. 10	Apr. 13	Apr. 16	Apr. 18	Apr. 27
Empress of Canada†	...Apr. 25	Apr. 28	Apr. 30	May 2	May 14
Empress of Russia*	...May 8	May 11	May 14	May 16	May 25
Empress of Japan‡	...May 23	May 26	May 28	May 30	June 10
Empress of Asia*	...June 5	June 8	June 11	June 13	June 22

*(Call at Nagasaki the day after departure from Shanghai.)
† Calls at Honolulu on May 8. ‡ Calls at Honolulu on June 5.

HONG KONG—MANILA

	Leave Hong Kong	Arrive Manila
EMP. of JAPAN ...	Nov. 19	Nov. 21
EMP. of ASIA ...	Dec. 2	Dec. 4

Telephones:
Passenger Dept. 20752
Freight „ 20042



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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
ASAMA MARU ... ... Thursday, 20th November
CHICHIBU MARU ... ... Thursday, 11th December

SEATTLE, VICTORIA via Shanghai & Japan Ports.
HIKAWA MARU ... ... Wednesday, 3rd December

LONDON, MARSEILLES, ANTWERP, ROTTERDAM, via Singapore, Penang, Colombo & Suez.
FUSHIMI MARU ... ... Saturday, 15th November
HAKOZAKI MARU ... ... Saturday, 29th November

SYDNEY & MELBOURNE via Manila & Ports.
KITANO MARU ... ... Tuesday, 18th November
ATSUTA MARU ... ... Tuesday, 23rd December

BOMBAY via Singapore, Penang & Colombo.
IYO MARU ... ... Wednesday, 12th November
CALCUTTA MARU ... ... Thursday, 27th November

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.
BOKUYO MARU ... ... Thursday, 20th November

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU ... ... Tuesday, 18th November

NEW YORK, BOSTON via PANAMA.
† ASUKA MARU ... ... Monday, 24th November

LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles
† TOYOOKA MARU ... ... Thursday, 13th November
† DAKAR MARU ... ... Friday, 12th December

CALCUTTA via Singapore, Penang & Rangoon.
† BENGAL MARU ... ... Saturday, 15th November
† PENANG MARU ... ... Saturday, 29th November

SHANGHAI, KOBE & YOKOHAMA.
HARUNA MARU ... ... Friday, 14th November
ATSUTA MARU (Nagasaki direct) Wednesday, 19th November
† TOKUSHIMA MARU (Moji direct) Thursday, 20th November
† DURBAN MARU ... ... Tuesday, 25th November
† Cargo only.

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MM

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FRENCH MAIL STEAMERS
Sailings from Hong Kong:

To MARSEILLES via Saigon, Singapore, Colombo, Djibouti (Aden), Suez, Port-Said.

ATHOS II ...	... 25th Nov.
D'ARTAGNAN ...	... 9th Dec.
ANGERS ...	... 23rd Dec.
SPHINX ...	... 6th Jan. '31.
G. METZINGER ...	... 20th Jan.
ANDRE LEBON ...	... 3rd Feb.
PORTHOS ...	... 17th Feb.
CHENONCEAUX ...	... 3rd Mar.

To Yokohama via Shanghai and Kobe.

ANGERS ...	... 25th Nov.
SPHINX ...	... 9th Dec.
G. METZINGER ...	... 23rd Dec.
ANDRE LEBON ...	... 6th Jan. '31.
PORTHOS ...	... 20th Jan.
CHENONCEAUX ...	... 3rd Feb.
ATHOS II ...	... 17th Feb.
D'ARTAGNAN ...	... 3rd Mar.

We can issue Through Tickets to Egypt, Syrian Ports, East Africa, Madagascar by Transhipment on our Mail Steamers at Port-Said, or Djibouti.

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Shipping News

Daily Statement, Waterfront News, etc.

YESTERDAY'S FREIGHT RETURNS

IMPORTS 13,600 TONS; THROUGH CARGO 26,100 TONS.

The returns, shown at the Harbour Office, of vessels carrying cargo to the Colony during the 24 hours ended at 9 a.m. yesterday were:—

	Cargo for H.K.	Through Ports.
British		
Elpenor, Philadelphia	773	396
Tsinan, Shanghai	560	550
Shantung, Canton	—	232
Haldis, Saigon	2,208	—
Takada, Calcutta	524	1,802
Hong Hwa, Rangoon	280	120
Perseus, Shanghai	—	4,270
Demodocus, Glasgow	70	680
	4,415	8,050
American		
Pres. Madison, Manila	74	1,464
	74	1,464
French		
D'Artagnan, Marseilles	148	1,170
Canton, Haiphong	375	—
G.G. Maurice Long, Saigon	409	—
Chenonceaux, Yokohama	615	—
	1,547	1,170
German		
Burgenland, Hamburg	1,217	4,255
	1,217	4,255
Dutch		
Tjibadak, Shanghai	—	1,230
Ouderkerk, Manila	1,000	2,500
	1,000	3,730
Norwegian		
Prosper, Penang	745	—
	745	—
Japanese		
Asama Maru, Los Angeles	1,943	—
Altai Maru, Dunkirk	1,119	4,329
Harve Maru, Borneo	—	3,170
	3,062	7,499
Chinese		
Shun Chih, Saigon	1,800	—
	1,800	—
Total	13,860	26,177

ARRIVALS AND DEPARTURES.

The arrivals and departures during the period under review were:—

	Arr.	Dep.
British	8	9
American	1	2
French	4	1
German	1	0
Dutch	2	0
Norwegian	2	1
Japanese	6	3
Chinese	2	1
Italian	0	1
Total	26	18

ARRIVALS.

November 10.

Haru Maru, Japanese str., 2,682 tons, Capt. Katagawa, from Borneo, Yaumati.—Hidaka & Co.

Showa Maru, Japanese str., 1,300 tons, Capt. K. Kolayama, from Canton, buoy No. C48.—O.S.K.

November 11.

Altai Maru, Japanese str., 4,846 tons, Capt. K. Ishibushi, from Singapore, Kowloon Wharf.—O.S.K.

Canton, French str., 976 tons, Capt. F. L. Morvan, from Haiphong, buoy No. C39.—M. M.

Chenonceaux, French str., 14,825 tons, Capt. G. Gallocher, from Yokohama, Kobe and Shanghai, Kowloon Wharf.—M. M.

Demodocus, British str., 4,163 tons, Capt. J. L. Sprott, from Singapore, buoy No. A52.—B. & S.

Iyo Maru, Japanese str., 5,961 tons, Capt. T. Sonoyama, from Shanghai, Kowloon Wharf.—N.Y.K.

Lim Chow, French str., 1,591 tons, Capt. P. B. Morganti, from Canton, buoy No. A9.—Sing Kee & Co.

Perseus, British str., 6,335 tons, Capt. W. A. Turner, from Shanghai, buoy No. A4.—B. & S.

CLEARANCES.

November 11.

Canton, for Haiphong.
Chenonceaux, for Saigon.
Hai Ning, for Swatow.
Lim Chow, for Hoihow.
Perseus, for Singapore.
Prosper, for Swatow.
Shantung, for Swatow.
Showa Maru, for Takao.
Sun Kong, for K. C. Wan.
Takada, for Amoy.

ASIATIC DECK PASSENGERS

The following vessels brought Asiatic deck passengers to the Colony during the 24 hours ended at 9 a.m. yesterday:—

Tsinan (British) Shanghai, Amoy	201
Haldis (British) Saigon	110
Takada (British) Calcutta, Singapore	992
Hong Hwa (British) Rangoon, Singapore	934
D'Artagnan (French) Marseilles, Saigon	87
Prosper (Norwegian) Penang, Singapore	436
Shun Chih (Chinese) Saigon	184
Total	3,244

SHIPS IN HARBOUR

The following merchant ships were in harbour yesterday:—

Wharves:—Kowloon: Chenonceaux, Benmohr, Takada, Empress of Russia; Holt's: Achilles, Elpenor; A.P.C.—Taikoktsui: Utrecht; A.P.C.—North Point: Sumatra; Jardine Matheson's: Hang Sang; O.S.K.: Menado Maru; Douglas Lapraik: Haining; Saihong: Sun Kong; Chiu On: Hyrdangea.

Docks:—Kowloon: Kurimarau, Kwong Sang, Sui An, Yunn Lee; Taikoo: Paul Beau, Charles Hardouin, Kaying.

Buoys:—A1 Asama Maru, A4 Perseus, A5 Bolivier, A6 Burgenland, A8 Tjibadas, A9 Changkiang, A10 Shun Chih, C16 Tonkin, B17 G.G. Maurice Long, B19 Hiram, B21 Prosper, A25 Ouderkerk, A26 Hong Hwa, B32 Hop Sang, B34 Shantung, B36 Borneo, B38 Haldis, C39 Canton, C42 Wing Lee, C47 Hin Sang, C48 Showa Maru, A52 Demodocus.

BARBER WILHELMSEN LINE

TRANS-PACIFIC AND ATLANTIC COAST SERVICE
via PANAMA.
NEXT SAILING
M.V. "TAI PING YANG"
on NOVEMBER 17th
for
SHANGHAI, KOBE, YOKOHAMA, SAN FRANCISCO LOS ANGELES, NEW YORK & BOSTON

42 Days To New York

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BANK LINE LTD.
AGENTS FOR
ELLERMAN & BUCKNALL S.S. CO., LTD.
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.
UNITED KINGDOM & CONTINENT ..... ELLERMAN LINE
S.S. "CITY OF ROUBAIX" ... London, Dunkirk, Rotterdam & Hamburg ... 5th December

NEW YORK, BOSTON & BALTIMORE..... AMERICAN AND MANCHURIAN LINE

ALSO AGENTS FOR
ANDREW WEIR & CO.
SERVICES TO
BOSTON, NEW YORK & BALTIMORE..... AMERICAN & ORIENTAL LINE
M.V. "TWEEDBANK" ... ... 12th December

MAURITIUS & SOUTH AFRICA ..... ORIENTAL AFRICAN LINE
S.S. "TINHOW" ... ... 20th November

Loading for Mauritius, Reunion, Delagoa Bay, Durban, East London, Algoa Bay (Port Elizabeth), Mossel Bay and Capetown.
Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombasa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

Telephone: 27791. [23]
THE BANK LINE, LTD.

P. & O., British India Apcar and Eastern & Australian Lines

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MAIL AND PASSENGER STEAMERS TAKING CARGO FOR
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship	Tons.	From Hongkong (about)	Destination
*"KIDDERPORE"	5,384	12th Nov., Noon	Straits, Colombo & Bombay.
*"NAGPORE"	5,283	15th Nov.	Mars., Barcelona, L'don., Hull, H'bg., B'dm. & A'werp.
†"KARMALA"	9,128	22nd Nov.	Mars., L'don., Hull, H'bg., B'dm. & A'werp.
"RAWALPINDI"	16,619	6th Dec.	Bombay, Marseilles & London.
*"ALIPORE"	5,273	9th Dec.	Straits, Colombo & Bombay.
†"KALYAN"	9,144	20th Dec.	Mars., L'don., Hull, R'dm. & A'werp.
*"LAHORE"	5,304	27th Dec., [Mars., 1931	L'don., Hull, H'bg., R'dm. & A'werp.
"RANCHI"	16,650	3rd Jan.	Bombay, Marseilles & London.
*"JEYPORE"	5,318	10th Jan. [Mars.,	L'don., Hull, H'bg., R'dm. & A'werp.
"KASHMIR"	8,985	17th Jan.	Mars., L'don., Hull, R'dm. & A'werp.
"COMORIN"	15,132	31st Jan.	Bombay, Marseilles and London.
*"PERIM"	7,648	7th Feb.	Marseilles, London and Hull.
"KASHGAR"	9,005	14th Feb.	Marseilles & London.
"MALWA"	10,980	28th Feb.	do.
"KHIVA"	9,135	7th Mar.	Marseilles, London and Hull.
"KHYBER"	9,114	14th Mar.	Marseilles and London.
"RAWALPINDI"	16,619	28th Mar.	do.
"KARMALA"	9,128	11th Apr.	do.
"RAJPUTANA"	16,568	25th Apr.	do.
"KALYAN"	9,144	9th May	do.
"COMORIN"	15,132	23rd May	Bombay, Marseilles and London.
"KASHMIR"	8,985	6th June	Marseilles and London.
"RANPURA"	16,601	20th June	Bombay, Marseilles & London.

* Cargo only. † Calls Casablanca.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"TALAMBA"	8,018	18th Nov.	Singapore, Penang & Calcutta
"TALMA"	10,000	27th Nov.	do.
"TAKADA"	6,949	4th Dec.	do.
"SIRDHANA"	7,745	15th Dec.	do.

B.I.—Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

†"TANDA"	6,958	5th Dec.	Manila, Townsville, Brisbane, Sydney and Melbourne.
"ST. ALBANS"	4,500	2nd Jan., 1931	
"NELLORE"	6,953	6th Feb.	

† Calls at Rabaul.

Regular Monthly Sailings from Hong Kong to Shanghai and Japan and Hong Kong to Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Iloilo Cebu, Kolambugan, Tawao, Timor, Darwin, or other ports en route as inducement offers.
Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

*"JEYFORE"	5,318	22nd Nov.	S'hai., Moji, Kobe & Yokohama.
"KALYAN"	9,144	22nd Nov.	do.
"SIRDHANA"	7,745	27th Nov.	Amoy, Moji & Kobe.
"RANCHI"	16,650	5th Dec.	S'hai., Kobe & Yokohama
*"PERIM"	7,648	18th Dec.	S'hai., Moji, Kobe & Y'hama
"KASHMIR"	8,985	20th Dec.	do.
		1931	
"COMORIN"	15,132	3rd Jan.	Shanghai, Kobe & Yokohama.
"KASHGAR"	9,005	17th Jan.	S'hai., Moji, Kobe & Y'hama.
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"RANPURA"	16,601	22nd May	Shanghai, Kobe & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.
All Cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
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SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.
Sailing about
m.v. "NAGARA" ... ... 19th November
Passenger Rates Hong Kong to Europe... „ £60.

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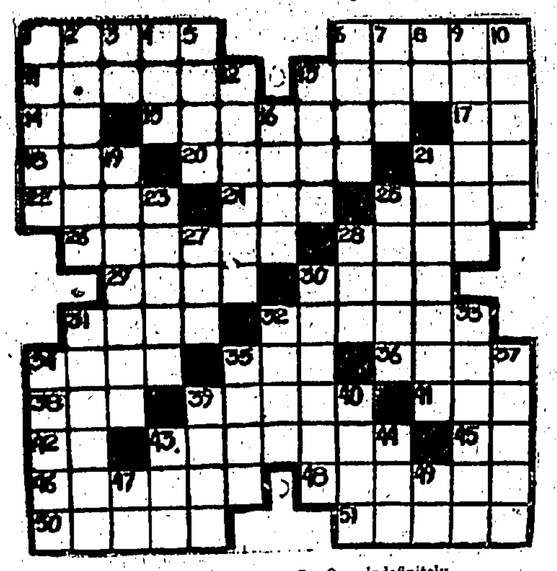

HORIZONTAL

1.—Sense of degradation.
6.—Couples.
11.—Kind.
13.—Smokestack.
14.—Comparative ending.
15.—Destitution.
17.—Musical note.
18.—Spot.
20.—Rescues.
21.—Drinking vessel.
22.—One affecting superiority.
24.—Welsh river.
25.—Clubs.
26.—Country of Europe.
28.—To assume attitude.
29.—Goddess of discord.
30.—Act of bathing.
31.—To egg.
32.—Rank.
34.—Individuals.
35.—Limb of fish.
36.—To listen.
38.—To free.
39.—Shades.
41.—To regret.
42.—By.
43.—To freeze.
45.—Part of "to be".
46.—Term of office.
48.—Took part in outbreak.
50.—Revises.
51.—Cargoes.

VERTICAL

1.—Shelters.
2.—Members of American Indian tribe.
3.—Part of "to be".
4.—Chart.
5.—Son of Seth.
6.—Places.
7.—One, indefinitely.
8.—Within.
9.—To disprove.
10.—Strikes.
12.—Eludes.
13.—Untrammeled.
16.—Level.
19.—Rose high.
21.—Bank officer.
23.—Ice masses.
25.—Bungled piece of work.
27.—Gaming cube.
28.—Greek woodland spirit.
30.—Repartee.
31.—Joined.
32.—Finger ornament.
33.—Smeared.
34.—To speak in public.
35.—Elegant.
37.—Tough grasses.
39.—Jutting rocks.
40.—Part of yacht.
43.—To chop.
44.—Card game.
47.—Symbol for nickel.
49.—Symbol for tantalum.

No. 1797

H	A	P	I	D				B	E	G	A	N		
B	E	M	O	T	E			A	R	O	M	A	S	
A	G	E	D		V	A	L	I	D		M	E		
M	A	N		M	I	R	E	S		B	I	N		
P	I		B	A	S	I	S		P	A	N	S		
S	H	E	E	R	E	D		L	A	R	G	E		
		R	A	T	S		H	A	N	G				
B	A	R	D	S		W	I	N	T	E	R	S		
E	R	O	S		M	I	E	D	S		A	T		
S	I	R		P	O	N	D	S		D	I	E		
E	S		B	U	L	G	E		P	O	S	E		
T	E	N	U	R	E		R	U	I	N	E	D		
		H	O	N	E	S		S	P	E	E	D		

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REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE.
"TEIRESIAS" 15th Nov., For A'dam., L'don. & Hamburg.
"HECTOR" 29th Nov., For Marseilles, London, R'dam. & Hamburg.

LIVERPOOL SERVICE.
"TANTALUS" 20th Nov., For Genoa, Havre, L'pool. & G'gow.
"DEMODOCUS" 4th Dec., For Havre, L'pool. & G'gow.

PACIFIC SERVICE (via KOBE & YOKOHAMA)
"PROTESILAUS" 27th Nov. For Victoria, Vancouver & Seattle.
"TEUCER" 18th Dec. For Victoria, Vancouver & Seattle.

NEW YORK SERVICE
"MENESTHEUS" 10th Dec. For Davao, Cebu, Iloilo, Manila, New York, Boston & Baltimore via Suez.

INWARD SERVICE.
Due
"AENEAS" 15th Nov., For Shanghai, Taku & Dalny.
"ANTILOCHUS" 24th Nov., For S'hai., Moji, Kobe & Y'hama.

PASSENGER SERVICE
Sails For
"AENEAS" 17th Nov., Shanghai, Taku & Dairen.
"HECTOR" 26th Nov., S'pore., Marseilles & L'don.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates, and information apply to:

Butterfield & Swire,
Agents. [6

HONG KONG AND SHANGHAI BANKING CORPORATION.

Authorised Capital $50,000,000
Issued & Fully Paid-up...$20,000,000
Reserve Funds:—
Sterling £6,500,000
Silver $9,500,000
Reserve Liability of Proprietors $20,000,000

HEAD OFFICE: HONG KONG.

Board of Directors:
J. A. PLUMMER, Esq., Chairman.
Hon. Mr. C. G. S. MACKIE, Deputy Chairman.
W. H. Bell, Esq.
A. H. Compton, Esq.
B. Lander Lewis, Esq.
G. Miskin, Esq.
Hon. Mr. J. J. Paterson.
T. E. Pearce, Esq.
T. H. R. Shaw, Esq.
J. P. Warren, Esq.
Chief Manager:
V. M. GRAYBURN, Esq.

BRANCHES:—

Amoy	Ipoh	Peiping
Bangkok	Johore	Penang
Batavia	Kobe	Rangoon
Bombay	Kowloon	Saigon
Calcutta	Kuala Lumpur	San Francisco
Canton	London	Shanghai
Chefoo	Lyons	Singapore
Colombo	Malacca	Sourabaya
Dairen	Manila	Sungei Patani
Foochow	Muar (Johore)	Tientsin
Haiphong	Mukden	Tokyo
Hamburg	Nagasaki	Tsingtao
Hankow	New York	Yokohama
Harbin		
Hongkew		
Iloilo		

CURRENT ACCOUNTS opened in LOCAL CURRENCY and FIXED DEPOSITS received for one year or shorter periods in LOCAL CURRENCY and STERLING on terms which will be quoted on application.
Hong Kong, 16th July, 1930. [26

HONG KONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONG KONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
For the HONG KONG & SHANGHAI BANKING CORPORATION,
V. M. GRAYBURN,
Chief Manager.
Hong Kong, 16th July, 1930. [2

EQUITABLE EASTERN BANKING CORPORATION.

CAPITAL AND SURPLUS—
U.S. $4,500,000.

HEAD OFFICE:
11, BROAD STREET, NEW YORK.

An American Bank offering complete Foreign Banking Service in the principal Markets of the world.

Interest Rates on Application.

This Bank is entirely owned by THE CHASE NATIONAL BANK, NEW YORK whose Total Resources are U.S $2,800,000,000.

D. M. BIGGAR,
23] Manager.

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ, N.V.

(NETHERLANDS TRADING SOCIETY.)

BANKERS

Established 1824.

HONG KONG OFFICE: 11, QUEEN'S ROAD, CENTRAL.

Authorised Capital
Gldrs. 150,000,000-
(£12,500,000.)
Paid-Up Capital...Gldrs. 80,030,000-
(£6,669,170.)
Reserve Fund.....Gldrs. 40,015,000-
(£3,334,583.)

Head Office:—Amsterdam.*
Eastern Head Office:—Batavia.
BRANCHES:—Landjermain, Bandoeng*, Bombay, Calcutta, Cheribon, Djember, Djokjakarta*, The Hague*, Jeddah, Kobe, Kota Radja, Makassar, Medan, Pedang, Palembang, Pekalongan, Penang, Postianak, Rangoon, Rotterdam, Samarang*, Shanghai, Sibolga (Sumatra), Singapore, Soerabaia, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden*.
*These offices have Safe Deposit Boxes To Let.

London Bankers:—
National Provincial Bank, Ltd.

Correspondents all over the world.
Banking Business of every description transacted.
A. STOKKINK,
Acting Manager.
Hong Kong, 16th May, 1930. [30

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONG KONG.

Hong Kong Currency.
AUTHORIZED CAPITAL..$11,000,000
PAID-UP CAPITAL 5,665,600
RESERVE FUND 1,000,000

Branches:—
CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.
London Bankers:—
THE LLOYDS BANK, LTD.
Correspondents
all Principal Cities of the World.
Foreign Exchange and Banking Business of every description transacted.
SAFE DEPOSIT BOXES (various sizes) to let at a Yearly Rental of from $5 to $40.
LOOK POONG SHAN,
27] Manager.

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Paid-up Capital £3,000,000
Reserve Fund £4,000,000
Reserve Liability of Proprietors £3,000,000

AGENCIES & BRANCHES:

ALOR STAR (Malay States)	HONG KONG	TONGKAH (Ithuket)
AMRITSAR	ILOILO	RANGOON
BANGKOK	IPOH	SAIGON
BATAVIA	KARACHI	SEMARANG
BOMBAY	KLANG	SERMBAN
CALCUTTA	KOBE	SHANGHAI
CANTON	KUALA KANGSAR	SINGAPORE
CAWNPORE	KUALA LUMPUR	SOURABAYA
CEBU	KUCHING	TAIPING (F.M.S.)
COLOMBO	MADRAS	TAVOY
DAIREN	MANILA	TIENTSIN
DELHI	MEDAN	TOKYO
HAIPHONG	NEW YORK	TSINGTAO
HAMBURG	PEPING	YOKOHAMA
HANKOW	PENANG	ZAMBOANGA (Philippine Islands).
HARBIN (North Manchuria)	PESHAWAR	

FOREIGN EXCHANGE and General Banking Business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for one year or shorter periods at rates which will be quoted on application.
A. H. FERGUSON,
Manager.
Hong Kong, 9th Jan., 1929. [30

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE

(Incorporated in France).
Prince's Building, Chater Road, Victoria, Hong Kong.

HEAD OFFICE:
74, Rue St. Lazare, Paris.

	Frs.
Capital, fully paid-up ...	50,000,000
Special Working Capital	50,000,000
Reserves	22,319,000

BRANCHES:

Paris	Lyons	Marseilles
Saigon	Haiphong	Hanoi
Tourane	Quinhon	Hue
Thanh-hoa	Vinh	Pnom Penh
Peping	Shanghai	Tientsin
	Hong Kong	

BANKERS:
France: Société Générale, Banque Nationale de Crédit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: American Exchange Irving Trust Co., Banca Commerciale Italiana.
San Francisco: Bank of Italy.

Every description of Banking and Exchange Business transacted.
Correspondents throughout the World.
A. ROLLIN,
Manager.
Hong Kong, 1st July, 1929.

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:—
15, Gracechurch Street, London, E.C. 3.

Authorized Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital £1,050,000
Reserve Fund and Rest...£1,046,500

BANKERS:
THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bangkok	Karachi	Madras
Batavia	Koth Bharu	New York
Bombay	Kuala Krai	Penang
Calcutta	(Kelantan)	Port Louis
Colombo	Kuala Lipis	(Mauritius)
Delhi	(Pahang)	Rangoon
Galle	Kuala Lumpur	Shanghai
Hong Kong		Simla
Howrah	Kuantan (Pahang)	Singapore
Ipoh		Sourabaya
Kandy		

HONG KONG BRANCH:
Every description of Banking and Exchange Business transacted.
Travellers Cheques issued.
Trustee and Executorships undertaken.
INTEREST allowed on Current Accounts and Fixed Deposits at Rates that may be ascertained on application.
F. THOROUGOOD,
Acting Manager.
7, Queen's Road Central.
Hong Kong, 10th Apr., 1930. [29

BANK OF CHINA.

Reorganized October 28, 1928, under special charter of The National Government as an

INTERNATIONAL EXCHANGE BANK.

Subscribed Capital $25,000,000.00
Paid-Up Capital $24,710,200.00
Reserve Funds $3,620,503.89

HEAD OFFICE:—SHANGHAI.

HONG KONG BRANCH:
4, Queen's Road Central.

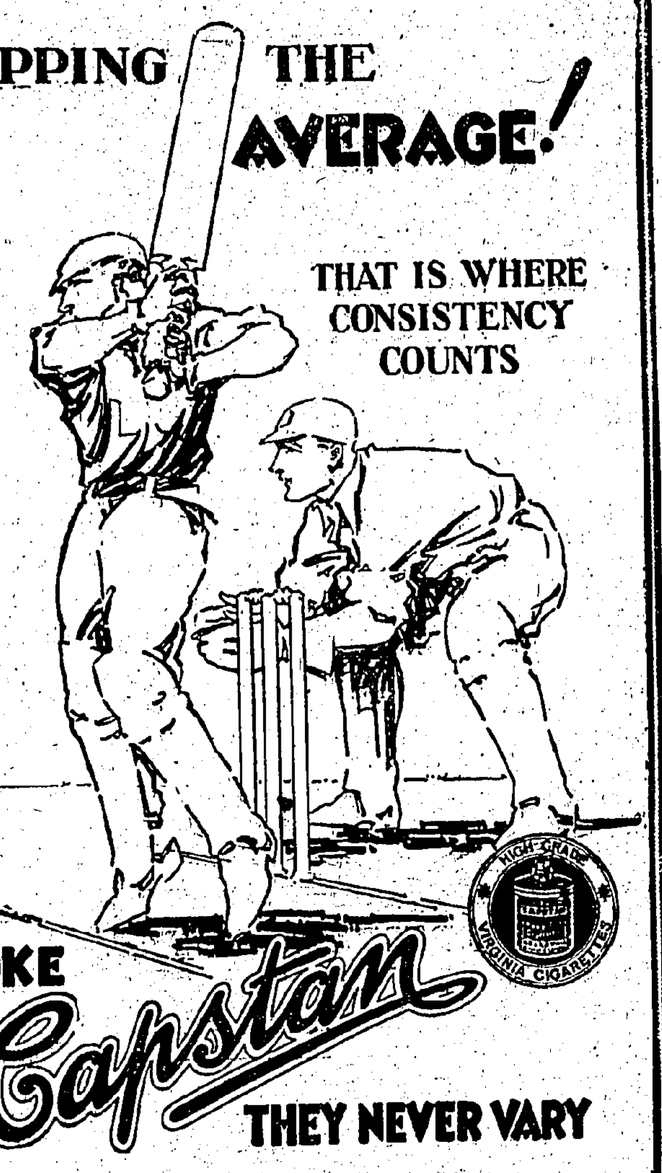
Owing to our numerous branches in China and large connections in the important commercial centres of the world, we are able to extend to our clients special facilities for domestic and foreign banking and exchange.

We also handle the issue of Bonds and other Public Funds of the Chinese Government both at home and abroad.

Prompt attention to all business entrusted to us.

SHOU J. CHEN,
Manager.

TOPPING THE AVERAGE!



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Head Office:
98, Boulevard Haussmann, Paris.

Subscribed Capital Frs.72,000,000.00
Paid-up Capital ... Frs.68,400,000.00
Reserve Fund Frs.109,000,000.00

BRANCHES:

Bangkok	Hong Kong	Quinhon
Battambang	Hue	Saigon
Cantho	Mengtse	Shanghai
Canton	Nam-Dinh	Singapore
Djibouti	Noumea	Thanhoa
Fort Bayard	Papeete	Tientsin
Haiphong	Peping	Tourane
Hankow	Pnom-Penh	Vinh
Hanoi	Pondicherry	Yunnanfu

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industrial et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trusty Co., of New York.
Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of Banking and Exchange Business transacted.
Safe Deposit Boxes to let.
A. LECOT,
Manager.
Hong Kong, 2nd May, 1929. [28

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up)
Yen 100,000,000
Reserve Fund .....Yen 113,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Alexandria	Kai Yuen	Rangoon
Batavia	Karachi	Saigon
Bombay	Kobe	Soerabaya
Calcutta	London	San Francisco
Canton	Lyons	Seattle
Changchun	Los Angeles	Semarang
Dairen	Manila	Shanghai
(Dalny)	Nagasaki	Singapore
Fengtian	Nagoya	Shimonoseki
(Mukden)	Newchwang	Sydney
Hamburg	New York	Tientsin
Hankow	Osaka	Tokyo
Harbin	Peping	Tsinanfu
Hong Kong	Rio de Janeiro	Tsingtao
Honolulu		

Buenos Ayres (Temporarily closed).
Vladivostock (Temporarily closed).
Interest allowed on Current Accounts.
Deposits received for Fixed periods at rates to be ascertained on application.
H. MORI, Manager.
Hong Kong, Sept. 10, 1930. [35

THE AMERICAN EXPRESS COMPANY, INC.

HEAD OFFICE:
65, BROADWAY, NEW YORK.

Capital..... U.S.$6,000,000
Surplus..... U.S.$1,572,454
Reserves..... U.S.$1,908,209

BRANCHES:—

Amsterdam	Constantinople	Lucerne	Palermo
Antwerp		Lugano	Rotterdam
Athens	Edinburgh	Luxor	Rome
Basle	Florence	Marseilles	Stamboul
Berlin	Geneva	Monte Carlo	Shanghai
Biarritz	Genoa	Manila	Southampton
Bombay	Glasgow	Munich	
Bremen	Havana	Montreux	Singapore
Brussels	Hamburg	Milan	St Moritz
Buenos Aires	Havre	Nice	Tientsin
Cairo	Interlaken	Naples	Vienna
Calcutta	Jerusalem	Piraeus	Venice
Cannes	Lido	Paris	Yokohama
Colombo	London	Penang	Zurich
Copenhagen	Liverpool	Peking	

Branches of AMERICAN EXPRESS COMPANY in Principal Cities of United States of America and Canada.

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Personal investment accounts handled.

The Company offers to intending Travellers the use of its "*Travelers Cheques*" and Letters of Credit and, in addition, the world wide services of its thoroughly equipped Travel Department.

Affiliated with
THE CHASE NATIONAL BANK
Resources .....Over G.$2,600,000,000

E. W. DUGGAN,
Manager.

THE BANK OF EAST ASIA, LTD.

ESTABLISHED 1918.

HEAD OFFICE:
10, Des Vœux Road, Central,
HONG KONG.

CAPITAL AND SURPLUS ... ... OVER H. $8,000,000.00
TOTAL RESOURCES ... ... OVER H.$30,000,000.00

Every description of Banking Accounts and Exchange business transacted.
Current and Fixed Deposit Accounts in Local and Foreign Currencies opened for Clients.
Savings Account and Safe Deposit Boxes.
Branches and Agencies all over the world.

KAN TONG PO,
Chief Manager.

THE HO HONG BANK, LTD.

(Established 1917.)

CAPITAL:—

Authorised ...	...Straits	$20,000,000
Issued	... ,,	$8,000,000
Paid-up	... ,,	$4,000,000
Reserve Liabilities of Shareholders ...	,,	$4,000,000
Surplus	... ,,	$2,526,000

HEAD OFFICE:—SINGAPORE.

Branches, Agencies and Correspondents in the principal cities of the world
Every description of Banking and Exchange business transacted.
TAN ENG HOOI,
Manager.

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BEFORE YOU SAIL

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$8.00 FOR SIX MONTHS.
$16.00 FOR A YEAR.

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